

JANUARY 27, 1950

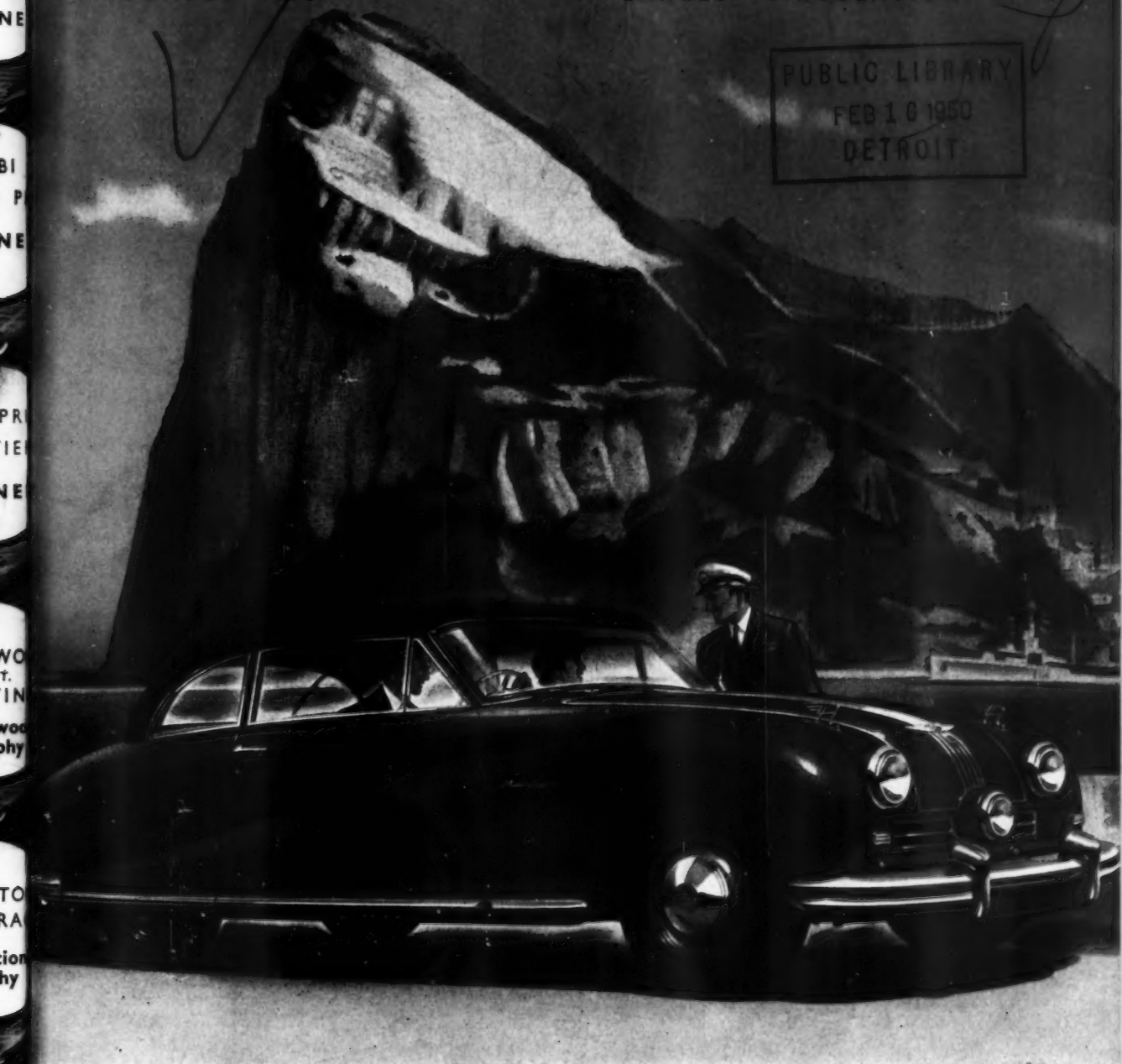
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# The Autocar

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## SILENT SERVICE AT GIB.

Like the Navy, the Austin A90 'Atlantic' is very much at home at Gibraltar. Its quietness and efficiency make plain sailing of every journey around the Rock and on the

mainland. This brilliant Sports Saloon is well received wherever it goes. It is one of Britain's best ambassadors . . . the kind of car that makes friends for life.

**AUSTIN**—you can depend on it!

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MOTOR RACING**

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**DUNLOP**  
success year*

**GRAND PRIX de SALON**  
1st & 3rd

**CZECHOSLOVAKIA GRAND PRIX**  
1st

**BO'NESS INTERNATIONAL HILL CLIMB**  
Fastest time of the day and record for hill

**500cc RECORDS BY**  
Lt. Col. GOLDIE GARDNER

**BOULEY BAY INTERNATIONAL SPEED HILL CLIMB**  
Fastest time of the day and record for hill

**BRITISH GRAND PRIX**  
2nd

**500cc NATIONAL RACE**  
1st 2nd 3rd

**ROSGARRO GRAND PRIX**  
2nd

**IRISH MOTOR RACING CLUB INTERNATIONAL CAR RACE**  
Wakefield Trophy  
1st 2nd 3rd  
Frank O'Boyle Trophy  
1st 2nd 3rd

**BRITISH EMPIRE TROPHY RACE**  
1st 2nd 3rd

**DAILY EXPRESS INTERNATIONAL TROPHY RACE**  
2nd

**500cc RACE**  
1st 2nd 3rd

**1 HOUR PRODUCTION CAR RACE**  
1st 2nd 3rd

**DIESEL WORLD RECORDS**

**24 HOURS BELGIAN GRAND PRIX**  
3rd

**BELGIAN GRAND PRIX**  
4th

**JERSEY INTERNATIONAL ROAD RACE**  
1st & 3rd

**INTERNATIONAL CLASS F RECORDS**

**A.C.F. GRAND PRIX**  
1st 2nd 3rd 4th

**FRENCH GRAND PRIX**  
1st & 3rd  
and Coup de Petites Cylindres 3rd

**MAR DEL PLATA**  
2nd

**MILLE MIGLIA**  
Touring Class  
1st

**ARGENTINE 500 MILES RACE**  
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**BOL D'OR 24-HOUR RACE**  
1st & 2nd

**CIRCUIT INTERNATIONAL AUTOMOBILE**  
Aix les Bains  
1st 2nd 3rd

**MANX CUP**  
1st 2nd 3rd 4th

**MONTE CARLO RALLY**  
International S.C. Cup  
1st & 2nd  
Country Club Cup  
1st

**PARIS GRAND PRIX**  
2nd & 3rd

**SHELSLEY WALSH HILL CLIMB**  
Fastest time of the day and record for hill

**CIRCUIT INTERNATIONAL des RAMPARTS**  
1st 2nd 3rd








# Square Deal Service

THE POLICY OF EVERY VAUXHALL AND BEDFORD DEALER IN THE COUNTRY

Square Deal Service is a combined operation . . . a co-operative plan in which Vauxhall Motors Ltd. and all Vauxhall and Bedford dealers have worked together for many years to ensure efficient service to the owner. Wherever you see the sign of Square Deal Service ★ you can be sure of skill, up-to-date techniques, reasonable charges and the genuine desire to serve.

## FIVE POINTS FROM THE SQUARE DEAL SERVICE PLAN

<b>1</b>	<b>FACTORY TRAINED MECHANICS</b> Vauxhall and Bedford dealers employ skilled mechanics specially trained at the Vauxhall factory. In addition, constant technical liaison between manufacturer and dealer keeps "Square Deal Service" up-to-the-minute with all new developments.	
<b>2</b>	<b>SPECIALISED TOOLS AND EQUIPMENT</b> By making full use of specially designed tools and equipment, Vauxhall and Bedford dealers cut job time to a minimum. And, besides saving time (and customers' money) special tools ensure better, more accurate work.	
<b>3</b>	<b>STANDARD REPAIR TIMES</b> Standard times are laid down by Vauxhall engineers for almost every service operation. Any Vauxhall or Bedford dealer can tell you <i>in advance</i> what a job will cost and how long it will take.	
<b>4</b>	<b>VOUCHER LUBRICATION AND MAINTENANCE</b> Saves time, money and worry. You buy a book of vouchers entitling you to the manufacturers' recommended services for 10 months or 10,000 miles. Any Vauxhall or Bedford dealer will honour the vouchers.	
<b>5</b>	<b>GENUINE PARTS AND UNIT REPLACEMENTS</b> Vauxhall and Bedford dealers use only genuine parts <i>identical</i> with those fitted when the vehicle was built. They also stock new and reconditioned units to keep the 7-days-a-week motorist and commercial operator on the road.	



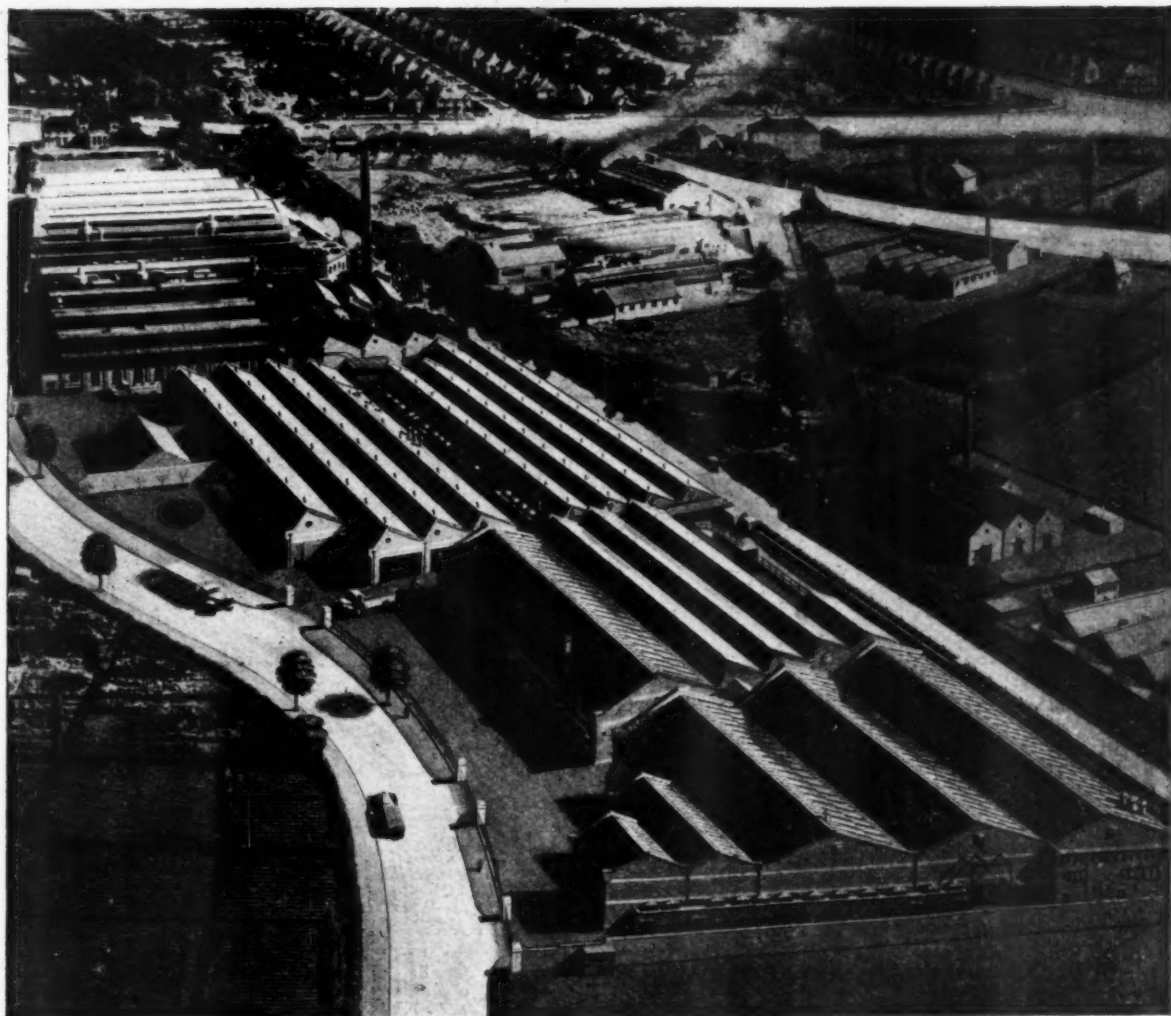
★ The Sign of

**VAUXHALL**  
**SQUARE DEAL SERVICE**

## An organisation with practical ideals

THE Wilmot-Breeden Organisation comprises a number of closely-knit factories employing large numbers of men and women proud of their skill and of the modern machinery they control. Here you sense a quiet, unostentatious idealism — a confidence that what is being made has had that extra process, that extra examination which entitles it to go out under the name Wilmot-Breeden for whose reputation all feel a common responsibility.

And this responsibility has a practical task ; for upon the quality of the Wilmot-Breeden equipment on your car can depend your safety as well as your comfort. Thus the creed of the Wilmot-Breeden organisation — “Quality First” — affects you personally, for daily you depend upon the dozen or more items of equipment, from steering wheels and bumpers to door-locks and window winders, that are fitted to the vast majority of British cars. This overwhelming preference for Wilmot-Breeden products has its basis in a standard of quality maintained over many years of progressive endeavour and stemming fundamentally from an ideal of workmanship that all at Wilmot-Breeden are proud to share.

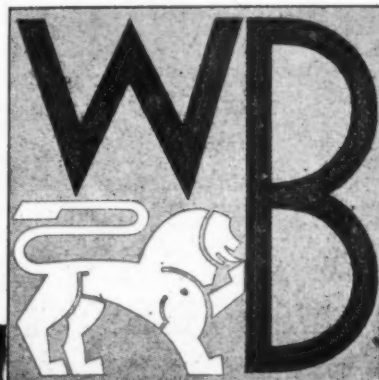


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WINDOW WINDERS · STEERING WHEELS · ROOF LAMPS  
RADIATOR & HORN GRILLES · ASH TRAYS · BONNET HINGES  
BODY MOULDINGS · BADGES & MASCOTS · LOCKING PETROL CAPS  
IGNITION LOCKS · HYDRAULIC-ELECTRIC EQUIPMENT

**WILMOT-BREEDEN LTD**

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**For OVER 25 YEARS**  
THOUSANDS OF SATISFIED MOTORISTS HAVE USED ONLY—

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FOR ALL CARS AND MOTORCYCLES

**5 GALS 25/-**  
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Carriage 4/-  
**WITH AGHESON'S COLLOIDAL GRAPHITE** 32/6

**VOKES DISTRIBUTION RECTIFIER**  
10%-30% more mileage per gallon. From 11/-  
Quotations by return. State car h.p. and year.

**JERRIGANS**  
44 - gallon containers. Repainted and in first class condition. Guarantee Perfect. Each Post 1/6 9/6

**Bluemel**  
**BLU 946**  
CAR NUMBER PLATES with raised white letters and figures. Postage 9d. Per plate Delivery same day. 20/-

**JAGROSE RADIATOR HEATER**  
250 hours at one filling. Paraffin fuel. Each Post 1/- 16/-

**JAGROSE HUB CLOUTERS**



All rubber head 5/- each.  
Rawhide and copper head, Small 4/- each. Large 10/- each.

**JAGROSE BUMP HEATER**  
250 hours at one filling. Paraffin fuel. Post 1/- 21/- each.



**JAGROSE PUMPS**  
Foot operated "Quickfit" connection. Standard 6in. x 2 1/2in. barrel 19/11  
De Luxe. 6 1/2in. x 2 1/2in. 24/6  
Super 6 1/2in. x 2 1/2in. 31/6  
Packing and carriage 1/3.



**Sponge Rubber Cushion Interior**  
for car seats. Can be used covered or uncovered as desired. Size 13 1/2" x 11 1/2" 11/6



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Suction fitting defrosters for 6 or 12 v. batteries.  
"Nobby" 1 bar, similar to illus. ... 13/6  
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Airflow " " " " " " ... 21/-  
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For 230-250 A.C. Mains. To charge at 1 amp. ea. Superior model to charge at 2 amps., each ... 117/6  
All models, both 6 and 12 volts. Superior model to charge at 4 amps., each ... 138/6  
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20/1000 thick. 52"x24" sheet 13/9  
Post 1/-



**JAGROSE ETHYLENE GLYCOL RADIATOR ANTI-FREEZE**  
5/6 Pint Post and packing 1/-  
Amount required—1 Pint Glycol to 4 Pints Water. Please send container.



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Complete car sets in bag containing 6 chains per set. All metal.  
No. 1. 3.50 to 4.00 42/- set.  
No. 2. 4.50 to 5.50 48/- set.  
No. 3. 5.75 to 6.50 54/- set.  
All post 1/6.

**PETROL CAP TANK LOCKS**  
Desmo Universal. Each 5/-  
Desmo for Austin only. Each 5/-  
Willmot Breeden, for Austin only. Each 12/6  
Willmot Breeden, for Ford & Jowett. Each 15/6  
Tudor, as illustrated. Various sizes, give interior dia. of tube. All post 6d. 13/6



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Clips into pocket like a pencil. Post 6d. Each 4/6

**FULL CAPACITY BATTERIES**  
FULLY GUARANTEED  
For regular use of Starter & Lights  
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**TERMS:** Cash with order or C.O.D. up to 15 lbs weight

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Winter takes a heavy toll of your battery and the finest car will give poor performance when the battery is out of condition. The Davenset Model 'H' keeps your battery full of life and ensures quick and easy starting at all times. A compact charging unit for A.C. mains 200/250 volts to charge 6 volt or 12 volt batteries at up to 2 1/2 amps. Obtainable through any Garage, Electrical Shop, or the London Stores. or carriage paid from the makers.

**PRICE £5 10 0**  
Including instructions and 12 months' guarantee.


N.B.—For 6 volt batteries ONLY the Model H.O. is available which will recharge the battery overnight at 4 amps.

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**9 ft CORDS for MORE M.P.G.**



I'm not surprised when customers tell me they get considerably more miles per gallon after I've fitted Cords multiple segment Piston Rings. Cords are specially cupped to give lateral tension and seal the groove. They have a flexible face which takes up bore wear and ovality. I've fitted Cords in every type of engine—car, truck and diesel—and always they give better compression and greater efficiency. Their special lubricating channels cut down bore wear too, so that I recommend them every time, whether the engine's new, worn or rebored. (Cords are used by Britain's largest motor transport organisations).

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*is not as simple  
as all this!*

**INCENTIVE** isn't something that's poured into a tyre—it's the invisible ingredient that makes every process surer, better.

**INCENTIVE** is part of the Henley recipe for really good tyres. The Henley Incentive scheme—*better pay for better work*—means extra care and thoroughness all along the production line.

**INCENTIVE** means better tyres for you!



**NEXT TIME FIT**

# HENLEY TYRES

**BUILT WITH INCENTIVE**

HENLEY'S TYRE & RUBBER COMPANY LIMITED, MILTON COURT, DORKING, SURREY. Works: GRAVESEND, KENT

## MOTOR INSURANCE



### POLICIES PROVIDE

Adequate Cover  
Moderate Premiums  
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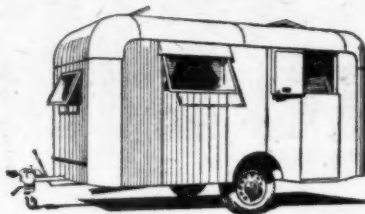
Branch and District Offices  
in all the principal towns



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TOTAL  
PREMIUM INCOME 1948 £21,708,000  
ASSETS EXCEED £88,000,000

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## VAUXHALL UNITS

on "Unit Exchange" basis

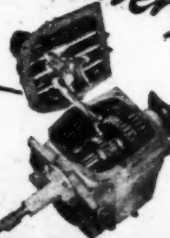
Any unit, for any Vauxhall, is available at H.M.L.—most of them on immediate delivery. Precision rebuilt to factory standards by Britain's finest motor engineering service, these units are absolutely as-new in condition.

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GEAR BOXES  
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ALL YEARS.

*—immediate  
delivery*



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# BRAKES ALL RIGHT?

## Do you think . . . or know?

**W**ITH BRAKES, "thinking" isn't good enough. Your brakes may seem all right for ordinary driving . . . when, in fact, they've lost the power for an *emergency* stop.

You may be deceived (like many drivers) because brakes wear down so very gradually that you're not even aware of their lowered efficiency. Don't trust them too long — a simple test may save a *smash*.

### TEST QUESTIONS

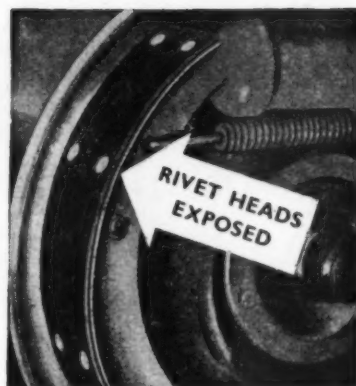
1. Does pedal go down nearly to floor?
2. Do brakes grab, chatter, or make grinding sound?
3. Do brakes fail to respond to increased pedal pressure?
4. When you brake, does steering pull to one side?

If the answer to any of these questions is "yes," your brakes need attention — quickly. But even without an obvious fault, they may be deceiving you dangerously. A test will tell.

**FOR YOUR DASH-BOARD** — this neat little Ferodo Brake Efficiency Indicator. From garages, 30/- . Or from Ferodo Ltd., 31/6d. (including postage, and packing).



Ferodo Brake Testing Garages display this sign — a postcard brings the address of your nearest.



**DANGER AHEAD.** Adjustment compensates for wear, and usually restores full stopping-power. But brakes finally get beyond adjustment. If your repairer finds the linings worn like this, down to the rivets, it's time to fit a new set. It never pays to try and get the last bit of wear out of your linings. You risk scored brake-drums — and worse.



**QUICK ROAD TEST.** Your repairer can get a good idea of your brakes just by trying them. But this police-type Ferodo Meter, used by garages where you see the Ferodo Brake Test sign, is better than anyone's judgement. It clamps instantly to your car, and in a 5-minute road test gives an *accurate* brake efficiency figure. It shows if your brakes need adjustment — then shows the improvement. You receive a formal certificate of the test.

Half the pleasure of driving — and more than half the safety — comes from brakes that are fully up to their job; brakes that give you smooth control on hills or curves or in traffic . . . straight stops on any surface . . . and real stopping-power if you need it.

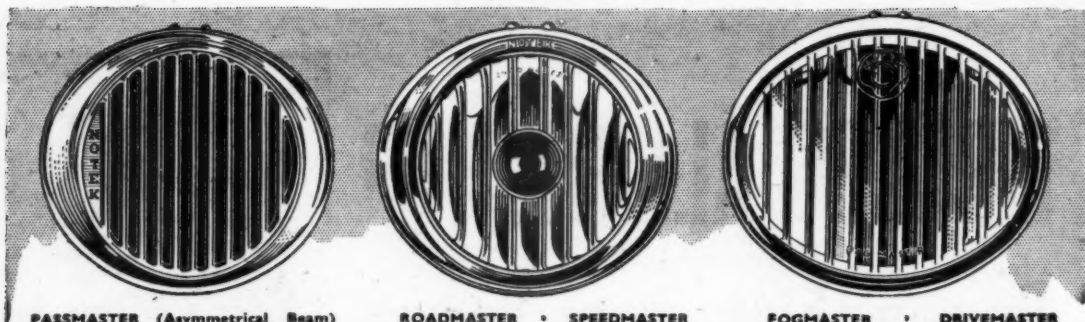
Regular brake testing and adjustment are thus well repaid. And when the linings finally need renewing, you'll find that the Ferodo grade specified for your car provides the best combination of power, smoothness, and long wear.

For many years the makers of most British cars have relied on Ferodo friction linings for brakes and clutches. You can safely do the same.

## Test your brakes when you change your oil — every 2,000-3,000 miles

FERODO LIMITED, CHAPEL-EN-LE-FRITH

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PASSMASTER (Asymmetrical Beam)

ROADMASTER • SPEEDMASTER

FOGMASTER • DRIVEMASTER

## EYES THAT SEE YOU THROUGH —

### ★ PASSMASTER (Asymmetrical Beam)

A triumph of optical research and long experiment, the Passmaster throws a powerful beam to the near side of the road only and completely eliminates dazzle to oncoming traffic. An essential fitment for all private and commercial vehicles.

### ★ ROADMASTER SPEEDMASTER

Recommended for all private cars. The wide angle Roadmaster and narrow angle Speedmaster. Both lamps are as efficient in fog as the Fogmaster and Drivemaster.

### ★ FOGMASTER DRIVEMASTER

Recommended for all commercial vehicles. Passenger Transport, Road Haulage, Ambulances, Fire Brigades, Hire Cars, Utilities, etc.

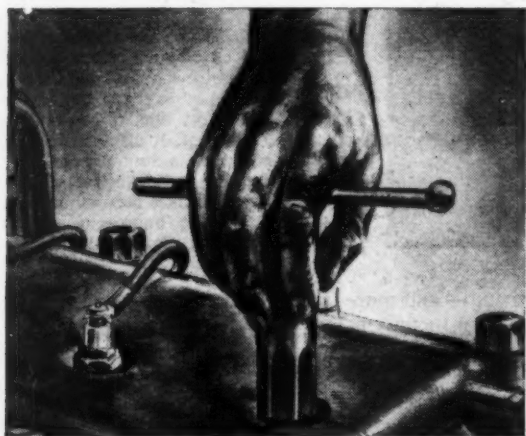
*with safety*

# NOTEK

*"The Light of the Road"*

Obtainable from:

**GARAGES and MOTOR AGENTS**  
**Accessory Dealers, etc.**



## DIRTY WORK?

When you are faced with a dirty, greasy, muddy, sticky job like changing a plug — you can keep the grime from your hands by applying a little Rozalex before you start. Rozalex is a barrier preparation. It acts as an invisible "unfeeling" glove which prevents dirt and oil from staining your skin. And when the job is done, a rinse with soap and water will bring your hands up clean and smooth again. Keep a tin handy.

## APPLY ROZALEX

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BY APPOINTMENT SANITARY POLISH MANUFACTURERS TO H.M. THE KING

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presents—



Quickly and easily imparts a super-brilliant, protective and lasting "finish"

PER **3/6** TIN

● And for the preliminary cleaning and magical removal of "bloom" and traffic dirt, there's RONUK CARSHINE.

RONUK LTD • PORTSLADE • SUSSEX





Already more and more Fina pumps are appearing in garages throughout the country. Look out for them. When petrol is again 'free,' it will be Fina for everybody.

**ON THE ROAD**

POOL Petrol  
FINA "MOTORTONIC" Premium  
Motor Oils and Greases.



**ON THE FARM**

FINATRAC Vaporising Oil  
FINALITE Burning Oil  
FINA TRACTOR Oils and Greases.

**IN THE FACTORY**

FINA Industrial Oils  
for process and pro-  
duction work.

## Testimony to the MARSTON MARK VII FILM BLOCK ★

We share the "Bristol" manufacturers justifiable pride in its performance in the Monte Carlo Rally. Apart from being the FIRST British car and gaining third place, to finish the punishing course was in itself a major achievement.

In six special tests in Poland, the "Bristol" won 3 firsts and 3 seconds. This car — and all others that bear the "Bristol" name — was fitted with the Marston Mark VII Block.



The Marston Mark VII Film Block giving greater cooling efficiency, is now a standard fitting on the

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JAGUAR and JOWETT  
JAVELIN.

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<b>SPUR W/P CAR COVERS</b>  brand new British waterproof cotton cloth. Do not confuse with rough 18 American sheets. 12ft. x 9 ft. 32/6 12ft. x 14 ft. 65/-	<b>SPUR CELLULOID</b>  for 4-discs — in. Wm. Iscom: 10/000 30/000 40/000 15" x 24" 2/9 30" x 24" 4/- 35" x 24" 7/6 45" x 30" Postage 5d.	<b>SPUR GUMP HEATERS</b>  Built-in for many domestic uses. Burns 250 hours. 2 1/2 in. high 5 1/2 in. diam. 13/10 Desmo make 21/-	<b>SPUR PARKING LAMPS</b>  Show: Red and White for Front Standard, Ford, and rear. Saves Jowett Austin and battery. 6/6 American cars 15/6 Post 6d.																										
<b>PERSPEX</b>  12" x 12" x 1/8 8/6 12" x 18" x 1/8 12/9 18" x 18" x 1/8 21/-	<b>SPUR HOOD CLOTH</b>  Black Waterproof for repairing and making new hoods or screens. 72" wide, postage 1/- Patterns gladly sent by return. 25/6 yard. 48" wide. 17/6 yard.	<b>TANK LOCKS</b>  Universal (as 5/- Show: Red and White for Front Standard, Ford, and rear. Saves Jowett Austin and battery. 6/6 American cars 15/6 Post 6d.	<b>SPUR CAR CHILD SEAT</b>  Fully upholstered in shades of leather cloth. The metal frame is covered with protective covering. Fitted with Safety Straps. Having a clear view through the windscreen and the additional attraction of a steering wheel that "works." 45/- POST 1/6.																										
<b>SPUR MIRRORS</b>  8/6 Post 5d.	<b>JERRIGANS</b>  Ex W.D. Jerrigans for storing petrol or paraffin. Fully tested and guaranteed. Capacity 4 1/2 gallons. Carr. 1/6. 8/6	<b>GROSE SPUR MOTOR OIL</b>  Super High Grade Motor Oil for engine or gearbox 25/- gallons 1 c/d drum, carr. 4/- Sample gallon tin, 6/6 and 1/6 carr. As sold by us for 25 years.	<b>SPUR SIDE LAMPS</b>  Showing rear red also, our price, each Post 5d. 5/-																										
<b>SPUR CAR BATTERIES</b>  <table border="1"> <thead> <tr> <th>Volts</th> <th>OVERALL SIZE</th> <th>in inches</th> <th>Price</th> </tr> </thead> <tbody> <tr> <td>6</td> <td>611B</td> <td>7 1/2 x 6 1/2 x 9 1/2</td> <td>25/6</td> </tr> <tr> <td>6</td> <td>611D</td> <td>8 1/2 x 6 1/2 x 7 1/2</td> <td>25/6</td> </tr> <tr> <td>6</td> <td>615B</td> <td>9 1/2 x 6 1/2 x 7 1/2</td> <td>25/6</td> </tr> <tr> <td>12</td> <td>125</td> <td>12 1/2 x 6 1/2 x 9 1/2</td> <td>25/10/-</td> </tr> <tr> <td>12</td> <td>125A</td> <td>13 1/2 x 6 1/2 x 9 1/2</td> <td>25/10/-</td> </tr> <tr> <td>12</td> <td>1211MG</td> <td>20 1/2 x 9 1/2 x 7 1/2</td> <td>27/10/-</td> </tr> </tbody> </table> Please give also exact details of car when ordering. Cures are unconditionally guaranteed against air wear and tear for twelve months. Do not confuse with cheaper batteries. Cures are unconditionally guaranteed against air wear and tear for twelve months.	Volts	OVERALL SIZE	in inches	Price	6	611B	7 1/2 x 6 1/2 x 9 1/2	25/6	6	611D	8 1/2 x 6 1/2 x 7 1/2	25/6	6	615B	9 1/2 x 6 1/2 x 7 1/2	25/6	12	125	12 1/2 x 6 1/2 x 9 1/2	25/10/-	12	125A	13 1/2 x 6 1/2 x 9 1/2	25/10/-	12	1211MG	20 1/2 x 9 1/2 x 7 1/2	27/10/-	<b>SPUR CAR CARPETING</b>  37/6 Per Yard. Post 1/6. Blue or Grey, Rubber Backed, 40 in. wide — needs no binding. Patterns sent by return.
Volts	OVERALL SIZE	in inches	Price																										
6	611B	7 1/2 x 6 1/2 x 9 1/2	25/6																										
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12	125A	13 1/2 x 6 1/2 x 9 1/2	25/10/-																										
12	1211MG	20 1/2 x 9 1/2 x 7 1/2	27/10/-																										

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The Autocar January 27, 1950

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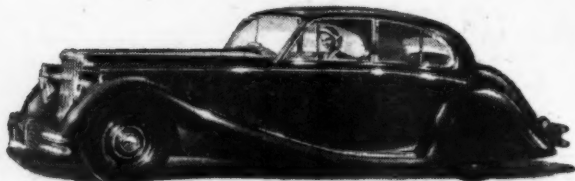


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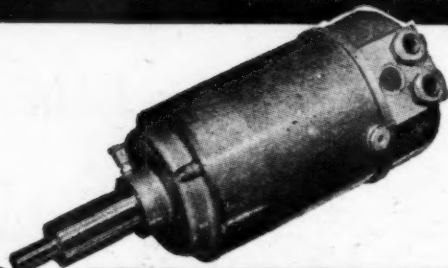
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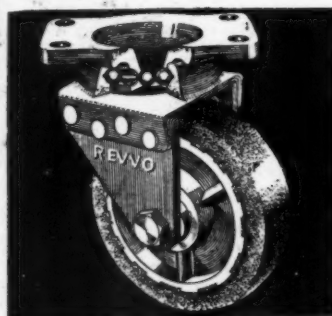
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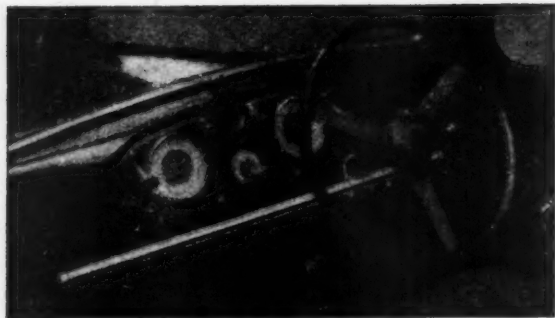
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The advertisement features two detailed illustrations of Armstrong shock absorbers. One is a long, dark-colored unit with a cylindrical body and a mounting bracket. The other is a shorter, more complex unit with a multi-chambered cylindrical body and a mounting bracket. A central text box with a white background and a black border contains the text 'FIT ARMSTRONG SHOCK ABSORBERS'. The background is a light, textured surface.

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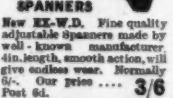
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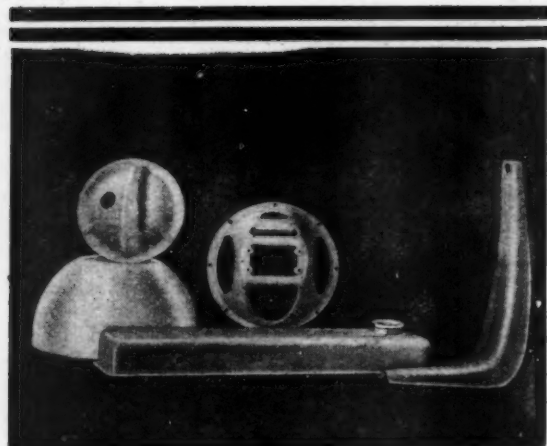
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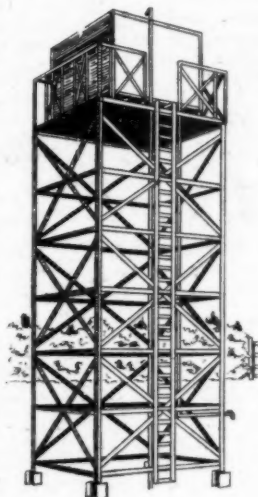
But if shelter is your first need, water is most often your next. Certainly it was not long before those charming friends who like our constructions were putting our boys to work making their sectional tanks and towers. To-day some of these are always going through our Yard, being got ready for despatch to the most remote places in Great Britain and over the seas.

The sizes and prices of the tanks are almost standardized to-day. This is what they cost:

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There is a standard TWENTY-FOOT tower for each size of tank. The first size costs £106, the second size costs £169, the third costs £249.

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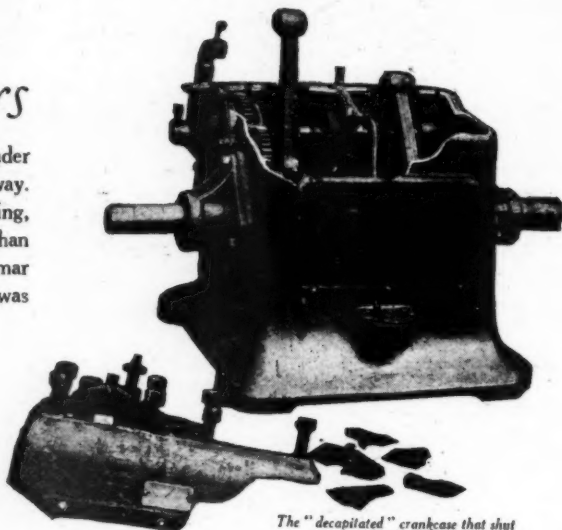
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*This is the kind of "Jigsaw" familiar to Barimar welders*

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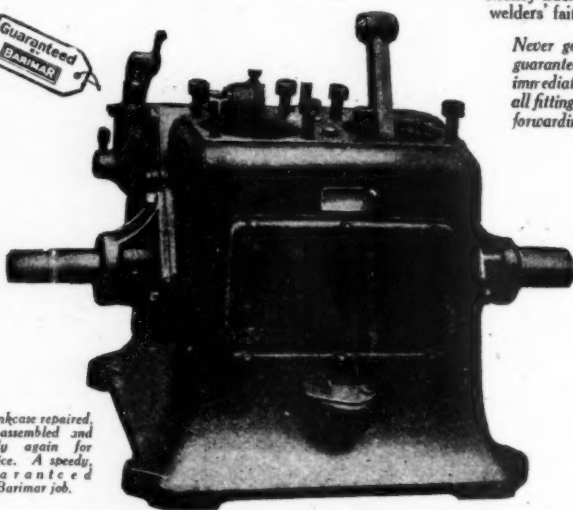
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# The Autocar

FOUNDED 1895

No. 2830

FRIDAY, JANUARY 27, 1950

Vol. XCV

## The Last Straw

NO more certain way of ensuring that two million motorists' votes are lost to the Socialist party in this country could be devised than the announcement that petrol rationing was to be abolished in Western Germany from February 1. Ignominious efforts to stop Germany from doing so serve only to highlight the irony of the position.

This journal loyally supported the principle of petrol rationing immediately after the war, while roundly condemning the niggardly amounts doled out to non-business users. It continued to do so until it became obvious that the economic policy of *dirigisme*, as applied by the Socialist Government, was failing to extricate Britain from the balance of payments predicament into which the war had landed her. Then, realizing the hopelessness of sectional pressure, it joined in the general criticism of that policy, utter (if unspoken) condemnation of which has come from many countries by their action in derationing the vital fuel. Something is wrong with an economic system in which victors are left worse off than even the vanquished.

But the matter is not so relatively free of party as that. The Socialists do not love motoring "for the masses," even if their ministers enjoy the luxury of the limousine. Behind the Government's policy of oppression has been all the time the desire to cement the loyalty of the non-motoring section of the community, and there is nothing more calculated to do so than to construct for them an Aunt Sally, and then to knock it down with appropriate applause. To this end vituperative speeches were made, safety propaganda was directed, and an insidious campaign was undertaken in Left-wing journals, against motorists as a class. They were skilfully painted as people who burned in their engines the food of Britain's babies, while silence was maintained on the subject of how much food was burned up in Virginia tobacco and in the hot stiflement of the cinema auditorium. Having made the effigy, it was easy to insist that the minimum number of cars should reach these vampires of the road; for in the deprivation of cars and petrol the Aunt Sally fell, discomfited, to the ground, to the accompaniment of the plaudits of the non-car owning voter, to the incidental assistance of a deficit-earning State railway system, and to the support of a British road transport system with which it is no doubt hoped to finance the railway deficit.

This journal has often been accused—wrongly accused—of taking a party line. It does nothing of the sort. But it is unafraid, and will remain unafraid, of roundly condemning the action of one party just because by so doing its views coincide with those of the opposition. As regards petrol rationing and the economic state of the country, our views are that the former is the inevitable result of mismanagement of the latter, but that does not mean that we wear a Tory label.

When the news was released that petrol would become free in Western Germany, a spokesman of the A.A., R.A.C. and R.S.A.C. Standing Joint Committee made the comment that it was "fantastic." We agree, and we also wonder if the word should recoil on the heads of the committee which uttered it. For the Standing Joint Committee has "enjoyed the confidence" of the Minister of Fuel and Power throughout the latter part of the sorry history of petrol rationing in this country. It continues to do so. Is it not "fantastic" that, with the motoring organizations represented, such a position as the present should have arisen?

There is an old saying that it is impossible to hunt with the hounds and run with the hare. If the fiasco of petrol rationing has brought home the truth of this to the Standing Joint Committee, it will have done at least some good. But it is a heavy price for motorists to have paid for such an obvious lesson, and their dissatisfaction is only slightly lessened by the acknowledged success of the organizations in helping to devise the red petrol scheme and eliminating the black market.



# DOUBTFUL PROGRESS

IT is a matter of common knowledge by now that the change from the pre-war appearance of cars towards the present fashion was definitely not caused by a mere desire to develop a new appearance and so make previous models look old-fashioned. That might have been the case in pre-war days, but at present—and so long as there are more eager buyers than new cars available—such a course is scarcely necessary. The contemporary appearance has come about mainly because automobile engineers found that some very tangible improvements in comfort, safety and sales could be gained by moving the engine forward, positioning the seats inside the wheelbase, altering the weight distribution and also adopting softer and independent suspensions.

These unquestionably excellent changes, however, have had a baleful effect upon the kind of appearance we had learned to appreciate. A fine and classic radiator tends to look heavier and clumsier if it is mounted well ahead of the front wheels on a car, and introduces a sort of snub-nose effect. So the contemporary disposition of mechanical components has entailed a new style of appearance, always conditioned by a desire to streamline the exterior.

Some people pour scorn upon the "slug and mouth organ" style; some are impressed by it; some vastly prefer the dignity of the older fashions in cars. It is a comfort perhaps to realize that the cars now available are no more than a transitional stage; the cars of a few years hence may be less garish and less peculiarly proportioned. The correct answers to comfort, convenience and appearance will be found in time.

However, I am not over-concerned with appearance but with more tangible features.

## Each to His Last

The British industry is all out for export. Its main competitor is the American car. In America, and overseas, towns are far apart and long-distance travel is commonplace. Obviously, long-distance travel is more comfortable in a large body. So the Americans developed cars with large bodies, and large engines to pull them along at the needed speed. We don't, and cannot, make large cars to compete on price. But we do excel in making small and medium sized economy cars. Rightly or wrongly we are now mounting larger bodies on our range of medium-powered cars. Four-seaters have become (alleged) six-seaters. We have adopted the bench front seat to take three (with luck) in a row. And, incidentally, unless we scale up the rest of the car—and especially the engine size—we shall have developed a dubious hybrid.

Here are some reasons for the epithet.

For a bench seat to be a success, the gear lever, the brake lever, and the hump of the gear box must be got away from the centre of the front floor. That has entailed moving the gear change lever to a handy place on the steering column below the wheel. With a synchromesh gear and normal clutch, controls working in several planes like this are likely to be a mechanical hotch-potch. Often they are complicated, untidy, with too much whip and sponginess, and not to be compared with the slick, certain, silent and crisp movement of a really good remote central change, or a right-hand change tucked away at the side of the seat. I have had considerable driving experience of most of the new column controls, and I think, as a result, that while some are better than others, all need more conscious care in their handling, all are liable to minor

## Certain Changes in Otherwise

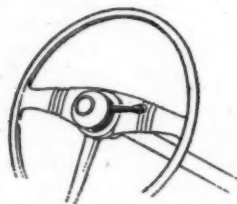
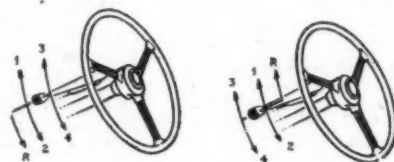
faults, and all will eventually rattle if the car is used over bad roads.

If, moreover, steering column changes have come to stay (and presumably they will stay until something very much better is introduced) it would be a good thing to have standardized positions for the gears. On some, the higher gears are on the higher plane of swing, and on others exactly the opposite, which is trying to people who have to drive different makes in the course of a day.

Personally, the writer would like to see the latest gear control give place to a finger lever about four inches long above the centre of the steering wheel and moving in a quadrant and not a gate, rather like the present pre-selector arrangement. It will come one day, but it is admittedly a mechanical puzzle at present. (Whilst on the subject of gear changes it really is time to pay a compliment to the dry single-plate clutch and its makers, and say thank-you for trouble-free service from a reliable and efficient component.) The use of the words "finger-tip control" is rather overdone. They should mean in actual fact a lever that can be moved by the light pressure of one finger.

There is another point about the current types of column change. If the change is to be reasonably light the lever must be fairly long. In the upward positions the knob will come too close to the scuttle. So the scuttle and screen are moved forward to allow more room. In the downwards positions, drivers of normal stature are not incommoded, but a tall driver with long legs finds those legs getting well entangled in the gear change.

Another point to deplore is that column changes appear



It is high time, says the author, that steering column gear controls had standardized positions for the gears. These two samples of current practice are exactly reversed—and just a simple lever in a quadrant, not a gate, is the ideal, movable by one finger.

in some instances to have impelled the removal of the telescopic steering wheel, and also any adjustment of the column for rake. Now it is a great blessing to be able to set the driving position exactly as you want it for comfort, clear vision and driving convenience. Moreover, these adjustments are beyond value in a car used by different members of a family.

And windscreens set farther forward—surely this is a considerable mistake? It is much more difficult to see through glass slightly dirty with mud, or splashed with raindrops, if the glass is far away. The screen should be as close to the eye as is practicable. Moreover, the farther away it is from the eye, the smaller the area of vision between the side pillars. I shall never forget trying to drive a strange but well-known American car on the outskirts of Birmingham during a cloudburst. Only pride prevented me from giving up. It was almost impossible to see through that far-distant V-screen smothered in water. Yet I have driven through many a cloudburst before with no thought of stopping.

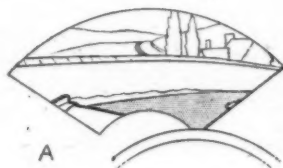
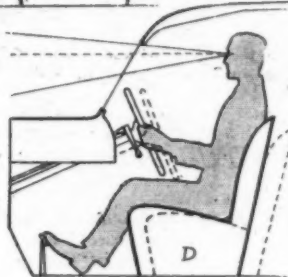
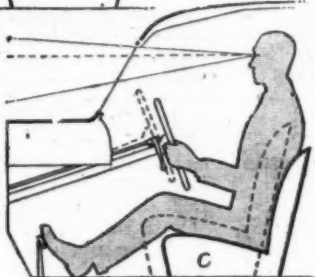
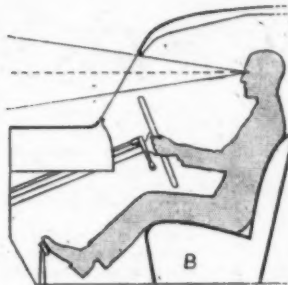
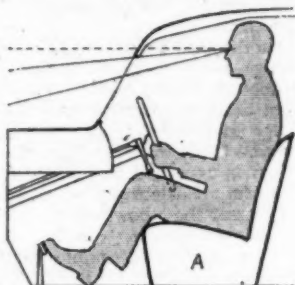
No doubt I shall draw down thunder on my head, but I am going to have the courage of a conviction and say that



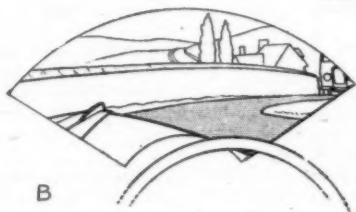
## Excellent Modern Design are Open to Considerable Criticism

Scale drawings, showing at A a large man, and at B a small man, trying to sit comfortably and see clearly in the same fixed driving seat.

In C the large man has pushed the seat back, lowered it, and altered the position of the wheel, so that he can now see, use the controls and not be cramped. D shows the small man with the seat higher and forward, and the wheel advanced, so that he can see and be comfortable. Observe the difference made to useful angle of vision by correct and incorrect seat heights. A sees the road and no sky, B sees the sky and no road, C and "D" can see properly.



These are also scale drawings. A shows the area of vision cleaned by the wipers on a sloping windscreen set far forward. B shows the much wider angle of vision through a close and less sloping screen.



the close-up visibility given by sloping short bonnets is a mistake and is not wanted. I do not think for one moment that it makes driving any more safe, because if an object suddenly appears in that close-up zone, there is not time to do anything about it anyway, and good drivers do not let objects unexpectedly appear; they are completely on guard all the time. But what the close-up view does is to tire the eyesight rapidly and thoroughly, especially at night. One does not consciously look at the close-up road, but there it is, winding back under your nose all the time.

There are certain practical points about the layout of an automobile which have been found by experience, and which should never be disregarded in favour of fashionable shapes. A wide, close-up windscreen is one of them. The narrowest possible screen pillars are another. On some of the new cars, we are getting distant V-screens with a centre pillar, and side pillars fatter than they need be, plus the frame of a triangular ventilating flap in the side window. We get better vision of the road over a sloping bonnet, but impaired vision in the greater danger zones just ahead of our flanks.

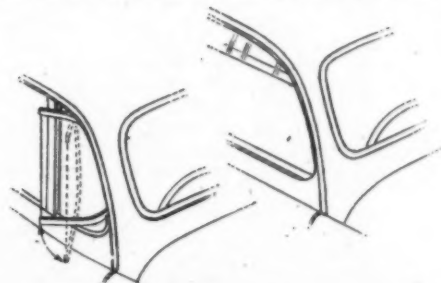
I may be out of step with the regiment, but I am doubt-

ful about those hinged ventilator flaps in the front of front windows. They are not good for vision; they make wind noise; they are apt to rattle, and they do not give as good control of ventilation without draught to rear and front passengers as did the older horizontal glass louvres over the top of drop windows.

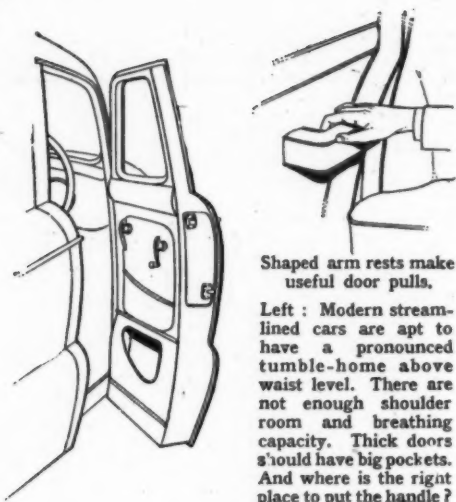
The main reason for ventilator flaps is for export, and to be any good in hot countries they must be centrally hinged and made to open far enough to act as air scoops and not merely as extractors. One can question whether they are really a good solution. Hot countries are often dusty countries. What is needed is a large volume of cool filtered air travelling at relatively low speed and supplied to the various zones inside the car by controlled ducts. And for cold countries the same, but with well-heated clean air.

It seems that a vastly improved system of ventilation and heating is called for; clean fresh air, hot or cold, and exhaust of stale air. On the face of it that means scoops in the front of the car leading to a large inbuilt air plant, and not casual window flaps. One realizes there are very many difficulties in the way, not the least being expense, and the fact that a heating and ventilation system cannot function correctly so long as there are cracks around door openings, in the locker and through the floor. I have been more than a little disappointed to observe on many of the new cars which I have handled that the sealing against draught is too often faulty, despite special provision.

That brings up another point. Something has happened to the design of coachwork which has brought a liability



The hinged flap ventilator, and the glass louvre over the top of a drop window. Which is the better?



### DOUBTFUL PROGRESS . . . continued

to draw exhaust fumes into the interior, especially at high speeds. The main reason must be ineffective sealing, especially at the back of the body. And another very potent cause of indrawn exhaust fumes is the position of the outlet of the exhaust pipe. This is a matter for careful experiment, in order to find a position where fumes are blown away and not sucked into the body.

Quite apart from performance, there are certain features which make all the difference to the comfort and well-being of all the occupants. They are correct ventilation without draught and at desirable temperature, the ability to see out of the car freely from any seat (not only the front one), sufficient overhead room to wear any sort of hat, and, of course, leg room and a good seat position.

Some of the new cars do not give nearly enough head room, and although the bodies may be wider, the sides of the roofs tend to droop and foul the headgear. It is only when one makes long journeys in a car with a square line or razor-edge type of body that one realizes what the streamlined body loses. The square line gives a reasonably high roof, large and high windows, thin pillars, plenty of breathing space, and a really excellent outward view for everyone. It gives much more pleasant motoring, and it has a spaciousness which the streamline body lacks.

#### Proof of the Point

I happen to use a square line body fairly often, and I have noticed two things. One is that passengers in the rear seats always talk about the countryside. The other is that I get more questions from strangers than on almost any other type of car.

These snub-nosed streamlined bodies are apt to be very wide at just below the level of the window sills, and then to have a pronounced "tumble-home" at shoulder height. There is, as a result, a lack of spaciousness at head and eye level, and at shoulder height, and overmuch width at seat level, where a large dimension is more valuable in a catalogue than it is in practice. In such designs the bottom half of the doors is very thick from outer to inner panel. This makes a cumbersome hollow door, and one wonders why more designers do not use the hollow below the window in its dropped position as a pocket.

Doors which are carried on concealed front hinges have become the vogue. I am tempted to ask why? I question whether the claim for greater safety is really valid. Doors have had safety catches for years. And if a door does open accidentally—the writer in 40 years of motoring has experienced it only once, about 35 years ago—the results may be dangerous whichever way the door is hinged. However, this is not an argument against front hinges, but

it is a manner of bringing up the subject of interior door handles on the new look cars. Never before have so many awkward door handles been put in so many inconvenient positions. These thick, front-hinged doors are often awkward to open and heavy and clumsy to move; they waste a lot of space.

Yet another matter concerning doors is the provision of something really adequate to grasp in order to pull a heavy door shut from inside the car. It is a minor point, but slam handles are frequently far too small, or consist of a ridge in the styling of the window rail which is too shallow and liable to break finger nails. A forward hinged front door is awkward to pull shut, and the slam handle needs careful consideration as regards best shape and position. I favour the elbow rest which is hollowed to provide a grip to close the door.

A few words on adjustable front seats are indicated. Obviously the ideal seat for the driver should have a vertical adjustment as well as one for leg reach, and the two adjustments should be independent of one another. A third independent adjustment for the angle of the back is a further refinement. With all these adjustments, plus a telescopic steering wheel and a column adjustable for rake, a driver of any stature can find a position combining clear visibility over the steering wheel with physical comfort and mastery over the controls. To advocate all these things now seems to be crying for the moon. Yet when front seats were separate they could be achieved.

With the bench seat adjustment is liable to be awkward to manipulate, although it is fair to say that not all bench seats have this fault; some are excellent and spring loaded.

Perhaps at the risk of being tedious one could go on making criticisms of minor—if they are minor—points in the interior of a car. There is the matter of interior lighting. Too often does it consist of a sickly little glimmer over the rear seats, controlled by a switch for contortionists only. There should be at least two lights, one for the rear seats and one for the front, and the switches should be within easy reach from inside the car, and from outside also when a window is open.

#### Frequent Need

How often one needs to switch on roof lights in order to lean into the car and collect some article from the seats or the floor. And it is valuable in order to read a map in the front seats.

Another point; facia lockers. The lid should open downwards and rest horizontal on a stout support so that it can be used to hold a cup or glass when picnicking in poor weather. And luggage locker lids which open downwards should also lie horizontal, so as to make a flat table for the impedimenta of picnicking.

Rather more important are driving mirrors. A convex mirror on the centre of the scuttle slows up the speed of focusing, and is trying to anyone with glasses. A mirror above the centre of the screen is often too high and gives only close-up vision behind the car, not distance. Centre mirrors are blacked out when three people occupy a front or rear seat. A mirror outside the car on the wing is vulnerable and anti-streamline. Solution? Some simple form of periscope? Any experienced driver will agree that rear visibility is genuinely important to safety. And in that matter we can reflect with some comfort that most modern cars do have a wide and large rear window through which one can see for reversing, even if they do not all have a reverse-driving light.

Then there are vizors. Too many of them are practically useless. To be genuinely effective two vizors should be fitted, they should meet in the middle, and they should extend the fullest width of the screen, so that there are no chinks. And each vizor should swing round sideways so as to screen the top of the window when the low sun is at the side of the car. Yet if vizors meet in the middle, a central top mounted driving mirror cannot be used.

Minor controls present another problem. Granted that it is desirable to have all the minor controls grouped in the centre of the facia—what is the result? An alarming

row of knobs all exactly alike. On one car recently the writer counted sixteen similar knobs, though eight belonged to the radio set. These knobs should have different shapes and colours for easy identification.

The worst part of embarking upon an article like this is that fresh points of criticism keep coming to mind. For example, I have driven several new American cars lately, and beforehand I wondered how their inbuilt 6-volt head lamps would compare as driving lights with our own new in-built lamps. I think now that the American lights are better than our own, because they seem to provide the smooth, even field of light in contrast with our broad and shallow penetrating central beam. They give a light which does not dance so much on the road (what there is to choose between their flat ride suspension and our latest is rather in favour of our own from the point of stability and confidence on fast curves) and hence the light is much less tiring to the driver's eyes.

Yet another matter to criticize is the reflection in wind-

screens from bright interior fittings. That reflection can be a nuisance.

No doubt others who have at last obtained delivery of a new modern car will have some points to add to my list which is not by any means as complete as I could make it, but I must remark that I am equally appreciative of the many sound improvements which we are getting.

The last word is a return to the beginning. Engineering improvement in design has necessitated a change in appearance. The stylists are at work. They are apt to concentrate on the outside and spoil the inside. And in the process we are in danger of losing some of the good features which had slowly developed in the cars of the past.

To give point to that remark, the worst headache of the car engineer at the moment is brake fade. Partly that is owing to increased performance, but mostly it is because of the tendency of fashionable styling to enclose wheels and prevent the vital air from cooling the brake drums.

PALINURUS.

## "THE AUTOCAR" NEW CAR BUYERS' GUIDE

Makes and Model	No. of Cyls. and Capacity	Gear	British List Price	Total with Purchase Tax	Latest Description	Road Test	Makes and Model	No. of Cyls. and Capacity	Gear	British List Price	Total with Purchase Tax	Latest Description	Road Test
A.C. saloon or tourer	c.c. 6-1991	4	982	1277 7 0	7/3/47	29/7/40*	Number Hawk	c.c. 4-1944	4	625	799 7 3	15/10/48	15/7/40*
Alford chassis	8-3022	3	670	—	28/8/48	—	Super Snipe	6-4086	4	895	1144 7 3	17/9/48	25/8/49*
L-type two-seater	8-4375	3	992	1277 5 0	28/8/48	—	Super Snipe limousine	6-4086	4	970	1240 3 11	23/9/48	—
K-type two-seater	8-3622	3	850	1086 17 3	—	15/10/48*	Super Snipe coupé	6-4086	4	1280	1692 12 0	28/8/48	—
L-type four-seater	8-3622	3	900	1150 15 0	—	—	Pullman limousine	6-4086	4	1395	2171 10 0	23/9/48	21/10/49*
P-type	8-3622	3	999	1277 5 0	—	—	Imperial	6-4086	4	1395	2171 10 0	23/9/48	21/10/49*
M-type drop-head coupé	8-3622	3	990	1277 5 0	—	28/3/48	Jaguar 2½-litre	6-2664	4	975	1246 11 8	1/10/48	—
Alfa chassis	4-1892	4	665	—	15/11/48	—	2½-litre coupé	6-2664	4	975	1246 11 8	—	—
Fourteen	4-1892	4	998	1275 19 0	—	—	3½-litre	6-3485	4	988	1263 3 11	—	8/7/49*
Sports two-seater	4-1892	4	998	1275 19 0	—	—	3½-litre coupé	6-3485	4	988	1263 3 11	—	—
Armstrong Siddeley	6-2309	4	975	1246 11 8	23/9/48	—	XK100 sports	6-3442	4	988	1263 3 11	29/10/48	—
Hurricane coupé	6-2309	4	995	1272 2 9	—	—	Jensen Interceptor	6-3993	4	1284	1998 16 8	16/9/48	—
Lancaster	6-2309	4	975	1246 11 8	—	27/2/48	Saloon	6-3993	4	1826	2941 18 11	—	—
Typhoon	6-2309	4	975	1246 11 8	—	—	Coupé	6-3993	4	2180	3392 12 3	—	—
Whitley	6-2309	4	975	1246 11 8	16/9/48	—	Jowett Javelin	6-1486	4	595	761 0 7	16/8/47	30/4/48
Aston Martin Sports	4-1970	4	1450	2257 1 0	12/3/48	—	Legenda	6-2580	4	1998	3109 10 0	15/10/48	11/11/49
Sports coupé	4-1970	4	1498	2331 14 6	3/10/47	13/2/48	Coupé	6-2580	4	2198	3420 10 0	15/10/48	—
Austin A.40 Devon	4-1200	4	392	585 9 5	10/9/48	4/8/49*	Lanchester chassis	6-1287	4	580	—	16/2/46	—
A.70 Hampshire	4-2199	4	507	648 11 8	6/8/48	5/8/49*	Saloon	4-1287	4	725	927 2 9	9/9/49	11/8/49
A.90 Convertible	4-2680	4	615	786 11 8	16/9/48	—	Lea-Francis Fourteen	4-1707	4	998	1275 19 0	—	—
A.90 saloon	4-2680	4	695	888 16 1	2/5/47	7/5/48	Eighteen	4-2496	4	1259	1945 18 11	—	—
A.125 Sheerline	6-3992	4	1150	1790 7 9	4/11/49*	—	Two-seater sports	4-2496	4	998	1275 19 0	9/7/48	—
Sheerline limousine	6-3992	4	1375	2140 7 9	—	—	Lloyd 650	2-654	3	375	479 18 4	22/8/47	—
A.135 Princess	6-3992	4	1455	2218 3 4	—	—	M.B. TD two-seater	4-1250	4	445	569 7 8	20/1/50*	20/1/50*
A.135 Princess limousine	6-3992	4	1550	2412 12 8	—	—	1½-litre	4-1250	4	625	671 11 8	9/5/47	9/5/47
Bentley Mk. VI chassis	6-4257	4	1985	—	24/5/46	24/10/47	1½-litre tourer	4-1250	4	625	671 11 8	8/10/48	—
Standard saloon	6-4257	4	2595	4338 3 4	—	—	Morgan two-seater	4-1267	4	435	556 11 8	8/7/48	—
Two-door saloon	6-4257	4	3545	5578 3 4	—	—	Four-seater	4-1267	4	450	575 10 0	—	—
Four-door saloon	6-4257	4	3415	5313 14 6	—	—	Drop-head coupé	4-1267	4	495	633 5 0	8/7/48	—
Drop-head coupé	6-4257	4	3485	5424 12 4	—	—	Morris Minor	4-918	4	299	382 16 1	29/10/48	26/11/48
Bristol chassis	6-1971	4	1125	—	6/9/46	9/1/48	Minor tourer	4-918	4	299	382 16 1	—	—
Type 400	6-1971	4	1750	2723 14 6	19/8/48	—	Oxford	4-1476	4	427	546 7 3	24/12/48	—
Type 401	6-1971	4	1925	2993 18 11	19/8/48	—	Six	6-2215	4	625	671 11 8	—	—
Onion Light 18	4-1911	3	579	729 1 8	21/5/48	30/12/49	Riley 1½-litre	4-760	3	320	439 12 9	13/8/48	—
Six-cylinder	6-2886	3	850	1086 17 3	1/7/40	—	2½-litre drop-head coupé	4-1496	4	714	913 8 8	27/2/46	10/10/47
Connaught sports	4-1767	4	998	1275 0 0	8/2/46	—	2½-litre	4-2443	4	995	1272 2 9	9/9/49	—
Daimler 2½-litre chassis	6-2522	4	1065	—	3/1/47	—	Sports three-seater	4-2443	4	958	1224 17 2	29/11/46	25/2/49*
Saloon	6-2522	4	1190	1852 12 2	—	—	Rolls-Royce Silver	6-4257	4	2035	—	5/4/46	9/11/49
Consort saloon	6-2522	4	1270	1977 1 2	9/9/49	—	Wrath chassis	6-4257	4	3590	5585 19 0	—	—
Special sports	6-2522	4	1645	2560 7 10	22/3/46	—	Limousine	6-4257	4	3750	5834 16 8	—	—
Limousine	6-4095	4	3616	5626 7 10	16/1/48*	—	Four-door sports saloon	6-4257	4	3885	644 10 8	—	—
Straight 8 chassis	8-5400	4	2025	—	30/9/40	—	Sedanca de ville	6-4257	4	3875	6029 5 6	—	9/12/49*
Limousine	8-5400	4	3800	6005 18 10	16/4/48*	—	Touring saloon	6-4257	4	3900	6068 3 4	—	—
E.R.A. Javelin chassis	4-1496	4	495	—	23/1/48	4/6/48	Silver Dawn	6-4257	4	—	—	22/7/49	—
Ford Anglia	4-933	3	257	329 2 9	5/10/45	—	Rever 75	6-2103	4	865	1106 0 7	23/11/49	23/11/49
Prefect	4-1172	3	310	396 17 3	15/8/47	—	Singer Nine Roadster	4-1074	4	450	575 15 0	16/11/49	14/10/49*
Pilot V8	8-3622	3	610	780 3 11	16/9/48	—	S.M. 1500	4-1508	4	575	799 7 3	10/6/48	10/6/48
Fraser-Nash Roadster	6-1971	4	1750	2723 14 6	—	—	Standard Vanguard	4-2088	3	515	638 16 1	18/7/47	18/7/47
Four-ome cabriolet	6-1971	4	2250	3501 10 0	—	—	Sunbeam-Talbot 80	4-1185	4	695	888 16 1	2/7/48	18/2/49
Le Mans replica	6-1971	4	1750	2723 14 6	—	—	Drop-head coupé	4-1185	4	745	952 13 11	—	—
Miller Miglia Roadster	6-1971	4	2000	3112 12 3	—	—	90	4-1944	4	775	991 0 7	—	2/7/48
M.R.O. two-seater	4-1074	4	785	1003 16 1	17/5/46	—	Drop-head coupé	4-1944	4	825	1054 18 4	8/3/46	6/5/49
Two-seater	4-1496	4	850	1086 17 3	—	3/12/48	Triumph 2000	4-2088	3	775	991 0 7	—	—
Aerodynamic	4-1496	4	850	1086 17 3	—	—	Vauxhall Wyvern	4-1247	3	375	473 10 7	30/9/49	—
Hesley chassis	4-2443	4	1275	1984 16 8	4/1/46	—	Velox	6-2275	3	430	550 3 11	14/1/49	14/1/49
Saloon	4-2443	4	1275	1984 16 8	—	11/6/48	Whisper Four Fifty	4-1476	4	550	703 10 7	9/9/49	27/5/49*
Roadster	4-2443	4	1850	2879 5 6	1/10/48	—	Six Eighty	6-2215	4	600	767 8 4	—	—
Sportsmobile	4-2443	4	975	1246 11 8	22/7/49	—							
Silverstone	4-1285	4	895	505 9 5	2/12/40	—							
Hillman Minx saloon	4-1285	4	450	575 15 0	—	—							
Convertible	4-1285	4	450	575 15 0	—	—							

Cars are saloons unless otherwise stated. Prices quoted are of the lowest-priced models in each category, regardless of equipment. Daimler, Lanchester have preselector gears and fluid flywheels. Armstrong Siddeley has preselector or normal gears.

Reprints of this Guide, printed on a folded card for pocket use, can be obtained from "The Autocar," Dorset House, Stamford Street, London, S.E.1, price 6d per copy including postage, or 4s per dozen, post free. Dates of road tests and descriptions of cars are quoted for reference purposes, but issues of "The Autocar" or reprints are available only where indicated by an asterisk.



# Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

## Compensations

I AM touched by a letter from a Canadian reader asking for advice on car purchase. "It must be convertible," he writes, "giving exceptionally good road performance and seating two, preferably four, in comfort. Its general fittings must be comparable to those of, say, the American Ford V8.

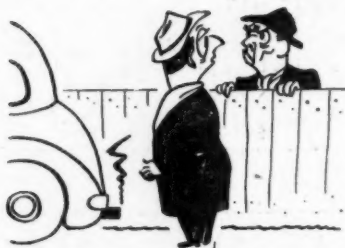
"I have been studying the specifications of the following cars: 2½-litre Riley, 3½-litre Jensen, Healey roadster, Lea-Francis roadster, Jensen Interceptor, Alfa-Romeo super sports, Delahaye and 2½-litre Daimler."

There is the taste of a keen motorist, and I am very glad that the writer is able to indulge it, for he confesses that he "is in the unfortunate position of being unable to see or drive the models in which I am interested." We often hear that nature compensates for blindness by an accentuation of other faculties, and it is pleasing indeed to learn that these are heightened sufficiently to result in enjoyment of fine motoring in fine cars.

♦ ♦ ♦

## Animosity

THE old animosity to the "rich man in his carriage and pair" is a long time a-dying. My neighbour, a reasonable man, garages his car in a yard that is overlooked by a cottage window. He rarely comes in late; he rarely slams doors, and his car is a quiet and sober modern machine. Unfortunately, it is no longer new, and releases a little blue smoke when cold, at which time there is a brief pollution of the atmosphere before he finally drives away. The cottage type—a truculent individual—sent his schoolboy son out the other day; he asked, with some embarrassment, if my friend could "cut his engine." The cottage was being "filled with fumes." It wasn't. It was just an instance of that old animosity against cars and their owners that lingers yet, and that hasn't been helped by the sneering remarks about "private motorists" that have been made by Government spokesmen over the last five years.

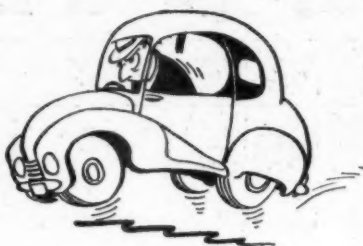


A truculent individual.

## Red Digits

SOME years ago cars were seen which showed red numbers on a white background at night, thereby providing a considerable puzzle for people who did not know that this was legal. Travelling around Manchester the other day I noticed that the same method of showing a red light astern was standard for the buses, and very odd it looked, though time did not permit my checking whether that same number plate has black letters and figures on white during the daytime.

♦ ♦ ♦



Smoothness of propulsion.

## Jerks

FOR long I have held the view that the "feel" of the quality car is to be attributed in no small measure to the ease of operation of the controls. The switch button that needs the slightest press; the gear lever that slides out of disengagement with a hardly perceptible effort; the clutch pedal that requires only moderate but constant pressure throughout its travel—these are the making of ease of mind and smooth progress.

The control that, if it is not easy, makes for greatest dis-ease of mind and uncouthness of driving is the sticky throttle pedal. I have been driving a saloon of late on which the pedal, try as I may, will move only in slight but perceptible jerks, and the result plays havoc with smoothness of propulsion. One comes up to a traffic light with a cold engine, and in order to avoid stalling employs heel and toe operation of brake and throttle. But the heel pressure causes that infamous jerk, and the result is a buzz of valve gear and exhaust that makes one sound a novice. Another thing that is sadly prejudiced is one's ability to let in the clutch to the minimum accompaniment of revs; in fact, sensitivity of control is almost synonymous with sensitivity of throttle. If I were a manufacturer (ah, if I would build my car round controls that operated with all the silkiness of those of a certain well-known make. No names, please, but it has a right-hand change

## Let-down

EYES are by no means infallible, as I was made to realize the other morning. I came east along the south bank of the Thames to Hampton Court bridge and turned left for Kingston. It is a turn which I make a hundred times a year. I looked to the right, I looked to the left, and I turned—and seriously inconvenienced a Peckard coupé which was coming in from the right, and which I just had not seen.

I was so impressed (and alarmed) that I stopped as soon as convenient to "get my breath back" and to work out what had happened. The only explanation I could think of would not sound probable in a court of law, but I am convinced that it was right. The Packard was battleship grey, its hood a little lighter. It was a pre-chromium model (about 1936) and must have been nearly beam on to me when I looked right. Consequently all that was visible were two plain surfaces of grey. Now it was a very grey morning with everything leaden. I reasoned that the line of demarcation between hood and body had coincided with the line of the further side of the road and the coupé had been momentarily camouflaged. Its driver was quick-witted and braked away from such a menace as I appeared. I don't blame him; if he happens to read this note I hope he will accept my apologies.

♦ ♦ ♦

## Lucid Warnings

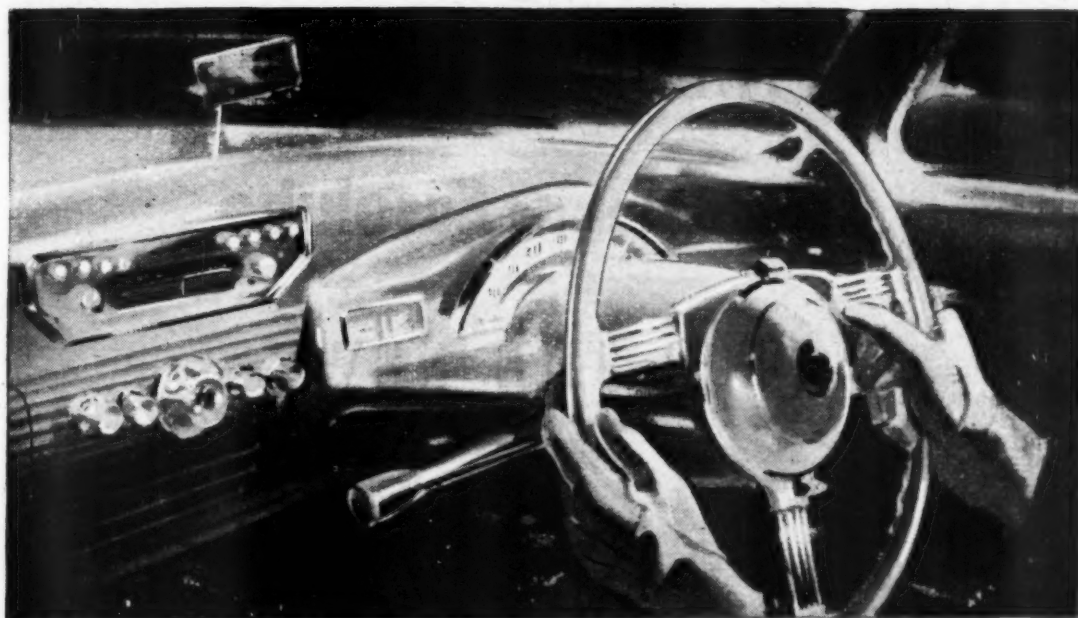
ONE of the big omnibus companies in South Wales is particularly proud of the way in which the staff and the public have responded to their powerful "courtesy campaign." The idea is to calm fretted rush-hour nerves, and get order into bus queues by the charm of courtesy.

I cannot help thinking that courtesy slogans directed at all road users, and the encouragement of a better spirit of camaraderie, would strike a much more pleasant and successful note than the lucid but grim warnings to "Keep Death off the Road."



To calm fretted rush-hour nerves.





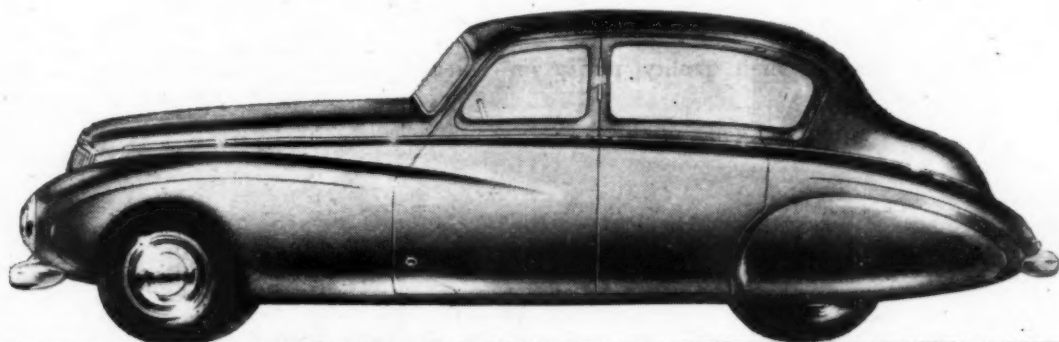
## Everything under Control...

The man who sits behind the wheel of the Sunbeam-Talbot is the man who knows and appreciates that sense of complete mastery which comes from driving an essentially safe, controllable car. Powerful, efficient O.H.V. engine provides vivid acceleration and effortless high-speed cruising. Within his reach, lie all necessary controls, and the easily read instruments are visible through the unobstructed top half of the steering wheel, itself

set nearly vertical for precise needle eye steering. The "Opticurve" Panoramic windscreen offers vision free from distortion and dazzle, while all the stopping power of Lockheed hydraulic two-leading-shoe brakes are at his command. Fully proved Synchromatic finger tip gear control is ideal for the sports car driver, and added to all these features is a remarkable degree of comfort, and spacious enclosed luggage accommodation.

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IT PAYS TO SAY

# Essolube



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# NEWS and VIEWS

## NOVEMBER PROVES BLACK MONTH FOR ACCIDENTS

### British Show in Montreal

THE British motor show in Montreal, organized by the remembrance branch of the Canadian Legion, will open on February 23 and run for three days and evenings. Some 15 to 20 car manufacturers are expected to exhibit, as well as component and motor cycle companies.

Because the show is in aid of the Legion welfare fund, all working parties preparing the 25,000 sq ft of stand space are voluntary, as is the committee, which includes an insurance broker, professor, estate agent and an architect. Raffle prizes will include "100 gallons of Shell gasoline." The Autocar stand will be erected near the restaurant.

It is understood that H.R.H. Princess Margaret and H.R.H. the Duke of Windsor have sent their best wishes for the show and praised this effort to aid Britain.

### U.K. to Export More Than U.S.?

A PROPHECY that Britain will export more vehicles than the U.S.A., in spite of having only one-tenth of the productive capacity, has been made by Mr. Alfred Sloan, chairman of the board of the General Motors Corporation.

He said that although the overseas demand was not satisfied, more sterling than dollars was available for purchases throughout the world.

In cars only, the British export total passed that of the U.S.A. in 1948.

### "People's Car" Dispute

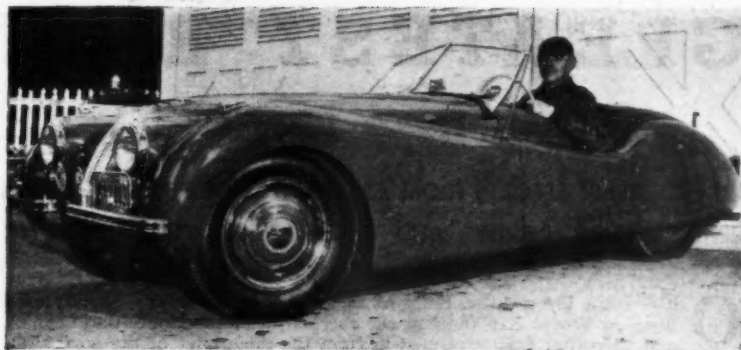
AN attempt by two Germans to regain the 990 Reichsmarks which each had paid for a Volkswagen before the war failed in a German court last week. About 150,000 people contributed their 990 RM for a "People's Car" under the Hitler régime without taking delivery, but this test case shows that the Volkswagen company will not be held liable.

### The World's Warplanes

NO one who is interested in the design, equipment and use of military aircraft should miss the current issue (January 26) of the journal *Flight*. Enlarged and profusely illustrated, this particular number reviews the current equipment of the world's air forces.

### November Accidents

DURING November 14,783 people were injured in road accidents. Of this total 473 were killed and 3,688



Clark Gable takes the wheel of his new XK120 Jaguar. A discriminating owner, he has owned two other Jaguars previously.

seriously hurt. This is the highest total of November casualties since 1946, and of seriously injured since 1941.

### Rover Exports

ON a recent visit to the Rover company, Mr. George Strauss, Minister of Supply was informed that the company's exports had leaped from £650,000 in 1946 to more than £4,000,000 in 1949. The popular Land-Rover is included in these figures.

### Fewer Vehicles in Eire

THE Exchequer returns of the Republic of Ireland for the nine months ended December 31, 1949, show a revenue from motor vehicle duties of £791,000 as against £876,000 in the corresponding period of 1948.

### "Get-You-Home"

THE increase of 160,000 cars and 90,000 motor cycles on the roads of Great Britain in 1949, as compared with 1948, was reflected in the number of vehicles handled by the R.A.C. in its "Get-You-Home" service. In 1949 10,229 motorists used the service compared with 7,475 previously.

During 1949 the R.A.C. also acted successfully in 177 cases of poor or dangerous road conditions reported by members.

### Tolls Continue

WHILE the Minister of Transport is in sympathy with the local council's desires to free Hayling Island Bridge he has informed the council that in the present circumstances it is necessary to postpone the purchase of the bridge. This means that tolls will continue for the time being, to the chagrin of the many motorists who use it.

### Fiat to Germany

EXPORT of the Fiat 500 to the Western Zone of Germany has begun, and both the station wagon and the truck versions are available. The delivery time for both types is quoted as three weeks.

In Italy itself, the demand for Fiats is still unsatisfied, although delivery times of only 100 days have been quoted for the 1100 and 1500.

### After the Romans

THE Carinthian authorities, says the Vienna Correspondent of *The Times*, are planning to build a new motor road to the top of Magdalensburg, which is

1,000 metres high. This is to encourage tourists who may be interested enough to contribute to the expenses of the archaeological excavations that are going on in the neighbourhood. The road will follow the route of the Roman road leading to the site.

Magdalensburg is some ten miles north-east of Klagenfurt, and the technically minded will have noted with surprise from accounts in *The Times* that the Romans on this site appear to have used concrete reinforced with iron rods, and ice-boxes for storing food in summer.

### German Recovery

PRODUCTION of passenger cars in the Western Zones of Germany during November reached 12,285, an increase of 488 over the previous month.

Volkswagen, recently returned by the British authorities to German control, is still Germany's largest producer. With a payroll of approximately 10,000 workers, 4,890 vehicles were built. German buyers are now obtaining delivery in about nine months.

### November Production

PRODUCTION of new cars in November reached the figure of 37,178, almost equalling the October figure of 37,678. Of these 27,865 were for export (about 75 per cent), thus fulfilling the objective set by the Government. Categories into which the various vehicles fell were as follows:—

Up to 1,600 c.c.	25,696
1,600 to 2,200 c.c.	5,550
Over 2,200 c.c.	5,932

### Short-wave Salesmanship

FOUR cars equipped with short-wave radio-telephone have been put into service by Raymond Way Motors, Ltd., Kilburn, London, N.W.6. The installations are intended to speed up the work of roving buyers and cut down expense. On receipt of a telephone call at head office from anyone with a car for sale, radio comes into use so that the nearest car can be directed straight to the new address.

### The Opel Olympia

AN error is regretted in the description of the 1950 Opel Olympia, which appeared in *The Autocar* of January 20. The gear box of this car has been changed from a four-speed to a three-speed, and not the opposite, as published. The first ratio given in the specification is that of the final drive.

# GREATEST RALLY EVER

## THE ROAD SECTION

"UP TO PRESS" REPORTS FROM ALL ROUTES: COMPETITORS REACH RIVIERA: REGULARITY AND SPEED TESTS TODAY (FRIDAY)

ONCE again the greatest Rally of them all is nearly over. Shortly after noon on Wednesday the first car checked in at the Monte Carlo control and thereafter they streamed in from the mountains of the north. On Thursday they were examined, and today (Friday) they will undergo the regularity and speed tests on the circuit at the back of the famous resort. Tomorrow is the *concours de confort*. As *The Autocar* must take time out for printing its bulky circulation, this week's latest news goes up to first arrival time at Monte Carlo. The story of the Rally will be told in full in next week's issue.

Glasgow, January 22.

AMONG the thousands of spectators in Blythswood Square on Sunday afternoon, watching the final adjustments being made to Monte Carlo-bound cars, was one famous Clydeside ship-builder who said to his staid, bowler-hatted companion: "My goodness, this is adventure! If my Rolls weren't so old—and me, too—I'd have a shot at it." This sentiment aptly expresses the awareness of most of the dour Glasgow citizens to the epic event known as the Monte Carlo Rally. They thronged Blythswood Square and taxed the ingenuity and friendliness of the reinforcements of police that had to be called. As in previous years, the hospitality of the Royal Scottish Automobile Club's premises was available to the competitors, and while they were enjoying a late lunch on Sunday, Sir William Whyte, Chairman of the R.S.A.C., interrupted them for a moment to wish them "*bon voyage*, a safe journey, and come back again next year."

"You are about to undertake a wonderful journey," he said. "One that calls for great personal stamina and endurance and demands the utmost reliability from your cars."

Thereafter, Sir William, accompanied by Major Stanley of the R.A.C., and A. K. Stevenson, Secretary of the R.S.A.C., checked out the sixty Glasgow starters, cheered by the thousands of spectators, who didn't seem to feel the chill easterly wind or the murkiness of a mid-winter fog.

For sheer enthusiasm the palm should surely go to J. Blumer, whose eleven-year-old Morris wheezed impatiently to get off on its 2,000-mile journey to the Riviera. Pronounced knock did not seem to worry either Blumer or his co-driver, who remarked: "We have the oldest car and the youngest crew. Our ages average only 20." In contrast, there were the opulent Rolls-Royces of Couper and Schonhut. Maurice Anderson, probably relying on his experience gained last year when he won a coach-work award with his Hillman Minx, had his present Minx skillfully appointed with many useful navigational aids; a very sensible arrangement for allowing his passenger, Roy Hastie, to enjoy a nap en route was also incorporated.

Plucky starter was Norman Garrad, not yet fully recovered from a recent operation. He attached no significance

to the fact that his Sunbeam-Talbot was numbered 13. Tommy Wise had a very large spotlight on the roof of his Jowett Javelin, while the similar model of J. Eason-Gibson, who was deputizing for Leslie Johnson, sported a thermometer attached to the outside of its wind-screen.

Sydney Allard's Allard had a new nail remover, an old idea probably borrowed from the cycling fraternity, while Dr. T. M. Donald's Jaguar carried many symbols of good luck and the flag of St. Andrew.

For the first time in the history of this event a station wagon was entered—the Lea-Francis of the Croft Pearsons.

The sixty-nine competitors all safely off, R.S.A.C. Secretary Stevenson turned to *The Autocar* representative and remarked, "I'm catching a 'plane tomorrow afternoon and will be at the finishing line to welcome the Scottish starters."

Boulogne, January 23.

THE run down from Glasgow was easy, although ice was in the streets of Glasgow itself. C. J. Turner (Javelin) had a nasty moment when a girl getting



Practically everything went on the roof of the Lamminen and Laine Ford Prefect, a Stockholm starter.

off a tram slipped on the icy cobbles and fell in front of him, but he managed to avoid her. Several other competitors reported skids, but no accidents. In Yorkshire there was slight fog but it did not prevent competitors getting in on time in Doncaster.



Hansson's Volvo at the start of the Stockholm contingent. Weather was clear and just above freezing point.

There was great public interest all along the road, and police guidance, combined with accurate signposting, made the run across London very easy. Some delay was caused by fog on Wrotham Hill, in Kent, and several cars were able to try out experimental Lucas fog lamps, nicknamed "the flame-thrower," which they were using.

First to reach Folkestone were S. H. Allard and G. Warburton in an Allard, and Mrs. Allard followed soon after. Most competitors had time for a wash, shave and breakfast; cars were filled up with petrol and tyres were checked and minor adjustments made before the control opened. First to sign in at the control and the R.A.C. office at the quayside at Folkestone was C. F. Bartlett (Vauxhall), followed by Miller and Russel in a Javelin. The crews, especially, looked fresh, and with the bright weather it might have been a holiday tour rather than the once-dreaded Monte Carlo Rally.

As the cars entered the check, the drivers were interviewed by the B.B.C., and they signed on in the glare of floodlights erected by the newsreel operators. The Rally is easier these days and the cars lacked the special equipment which once made Rally cars look like Christmas trees. The Schonhut and Bellamy Rolls-Royce is pale blue and was in touring trim, with only a number plate to show that it was running in the Rally. The Hillman Minx team had spares on the rear bumpers and two cars had spare wheels on the roof. Others had adjustable head rests for the passengers, but in general the equipment was not elaborate and some of the crews were too lightly clad if really severe weather had been encountered. Harris (Ford Pilot V8) was the last to sign on. He was quickly passed through the Customs.

The Dinard sailed at 8.45 a.m., fifteen minutes ahead of schedule. Among the French competitors from Glasgow were the three little 4cv Renaults, with two drivers in each and bright tartan loose covers.

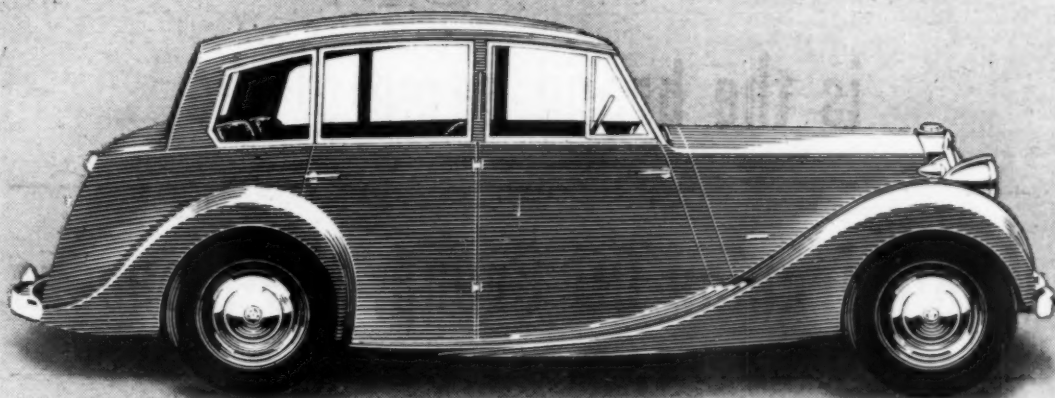
The Channel crossing proved as smooth as on a summer's day. Some of the crew slept, some ate breakfast, and some were interviewed for the radio. The boat was unloaded with great efficiency at Boulogne, and the competitors had two hours to spare to enjoy the lavish hospitality offered by the Automobile Club du Nord at the port buffet.



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## MONTE CARLO RALLY . . . . . continued

Monte Carlo, January 23

**M**OST popular starting point for the Rally was the finishing point, and it provided the major sensation at the start when the seven Czechoslovak teams failed to arrive. Rumour had it that the Czech Government had refused to grant exit visas, and widespread regret was evident that Iron Curtain politics had once again clamped down on motoring sport.

Ninety cars left the Riviera in all, seven others having been added to the seven non-starters from Czechoslovakia. Named additional non-starters were: Dodge (Joliet : Leriche), Simca (Pier-rat : Bernard), Lancia (Contardo : Gambaro), and, most surprising of all, Donald Healey (Healey). It is understood that Healey was forbidden to start by his doctor.

First casualty amongst the Monte Carlo contingent was a Nash (Blansjaar : Niekerk), which crashed in Nice. There were no injuries, and the Dutchmen continued, reaching Berne without loss of points. Second reported incident was to Betty Haig's and Barbara Marshall's M.G., for which great hopes had been expressed. The car skidded on a mountain road and was put out of the running by damage; the crew was not injured.

Lisbon, January 22

**F**IFTY-SIX cars left here in weather which was cold but clear, and gave no hint of hazard from snow or ice. As far as the Portuguese-Spanish frontier the route was regarded as easy, and incident was most likely over the border, where the less well-kept roads of Spain became somewhat hazardous at the average speed of 31.05 m.p.h., which is the Rally schedule. None the less, 11 kilometres from the Spanish frontier, at Vilaboim, the 760 c.c. Renault of Mesdames Versigny and Boeswillwald skidded and crashed; the occupants were unhurt, but the car was badly damaged and retired. The other 55 Lisbon starters crossed the frontier in safety at Caia.

Madrid, January 23

**B**ITTERLY cold weather, dry and free from snow or ice, greeted the competitors in Spain, where enthusiasm was striking. Through the bleak streets of wintry Madrid, high on the Iberian

plateau, the competitors were escorted by white-helmeted traffic police and motor cycle escorts. The sun shone as they left for San Sebastian, only the little Renault being missing from the starters at Lisbon.

Stockholm, January 23

**I**N an atmosphere of slick precision 46 of the 59 competitors left Stockholm around midnight on Saturday. The weather was clear, with the temperature just above freezing point, but there was melting snow all the way through to Helsingborg, with deep "snow pot-holes" that required careful negotiation.

As usual, there was much variety of equipment. Raymond Sjoqvist (Citroen), the Swedish racing driver, had an aircraft seat fitted for the spare driver to sleep in, and one Ford Prefect, driven by a Finn, had a foot-high roof structure containing all but the proverbial kitchen sink.

A rousing patriotic send-off was given to the two Saabs, and police had to be called to protect popular Greta Molander and her car before the start. Hermmingsson's beautiful opalescent blue Healey saloon was a worthy representative of Britain which everybody admired. The sensation at the Stockholm start, however, was the non-arrival of many of the Finnish contingent—178 (B.M.W., Mattila : Liljegven), 182 (Dodge, Korpoo : Pulkkinen), 184 (Renault, Holma), 185 (B.M.W., Paatela : Lampinen), 186 (B.M.W., Väänänen : Gottleben) and 189 (Opel, Laitala : Kesävaara)—whose ship, bringing them from Finland, ran aground off the Swedish coast. However, the crew of what would have been No. 178 borrowed the Ford entered by Torell (156), whose wife was most unfortunately stricken with appendicitis on Saturday morning, and chased off after the last car—the little German Volkswagen—with over half an hour to make up before the first check. The Swedes gave a roar of encouragement as the black V8 roared off into the wintry night. The first car from Stockholm was due at Jönköping at about 3 a.m.

Non-starters from Stockholm were Citroen (Voegtle : Skarring) which seemed to have got lost on the way from Denmark, Ford (Axelson : Johnson), B.M.W. (Cederbaum), Dodge (Welin),

Buick (Granath) and Volvo (Grundell) and, of course, the aforementioned unlucky Finns. It was feared that the Finns might lose their cars altogether, because the grounded ship was making water at the rate of three tons hourly.

All cars were on time at Jönköping except Bultenhoff and Björkstén's B.M.W. which clocked in two hours fifty-six minutes late, barely six minutes between them and exclusion. They said they stopped on the way and had coffee and sandwiches! The two Finns in Torell's Ford made up their lost half-hour without difficulty, although they had to put in some pretty hard driving. The roads were very good although a bit slippery. The contingent was reported 50 miles from Helsingborg, still intact and making good time.

Later news still placed both Stockholm and Oslo contingents in Denmark except for the B.M.W. already mentioned, which was still running late. Eras and Van Bortel (Ford) hit a Swedish car outside Helsingborg, which went into the ditch, but the Ford, although damaged, continued.

Poor Finn Nielsen, the Danish driver of a B.M.W., learned on arrival at Copenhagen that his mother had died during the night and decided to withdraw. He had been first to report at the Danish capital.

Oslo, January 23

**S**TARTERS from the Norwegian capital included Mr. and Mrs. J. Morton, of Penrith, Cumberland, in a Standard Vanguard. In addition, five Dutch and three Danish teams left, sped on their way by the Royal Norwegian Automobile Club. Unfortunately, the Mortons were late at Gothenburg after having trouble with their skid chains. One of the Gothenburg arrivals described the roads as the worst he had ever seen, but the superlative can probably be discounted in the excitement of the event.

## MID-EUROPE PROGRESS

Tuesday, January 24

**O**N Tuesday morning shivering Britons heard over their kippers that the anticyclone centred over Western Russia had reached out to include their country, and that the Iron Curtain of frost was west of the British Isles. As a consequence, they were able to picture the competitors in similar weather—bright, cold, but mercifully dry—making their way round the Continental circuit (page 62, January 20). First report of the day came from the representative of *The Autocar* in Amsterdam, most northerly point of the circuit, who telephoned his story through a bedlam of G.P.O. atmospherics which have made this year's Rally memorable for shorthand writers at the news desk.

At 3.20 a.m., long before the Amsterdam control opened, the first competitor—very fittingly a Dutchman, H. P. Verkaman van Keulen (Vauxhall)—arrived. Amongst other early arrivals was Louis Chiron with co-driver Louveau (Ford Vedette), which, according to other competitors, was practically jet-propelled, especially on corners. Between 4 and 5 a.m. many of the Monte Carlo starters clocked in; nobody seemed to be late. On the whole the run had



A Dutch entrant, Bos de Jong, with his Morris Ten at Stockholm.



## THE MONTE CARLO RALLY . . . continued

been uneventful. The roads were clear, but winds were icy cold.

Number 231, the Humber of M. Gatsonides, got away early and then 75, "Sydney's Allard," came in followed by his wife's similar machine, and a Javelin (74), driven by Leavens and O'Hara Moore, arrived at 6.30. De Rijk, who used his old taxi last year, was early, too, this time on a Hotchkiss.

Among early arrivals at the control was the very small Rovin of Rinaldo; he was on time. At 7.25 a.m. Murray and Innes (Bristol) arrived with half an hour to spare. The Sunbeam-Talbot 94, 95 and 96 travelled in close formation. The Healey of Murphie was all right, too. Just before 8 o'clock Wise and Grimley from Glasgow came in with their Jowett and at 8 o'clock a third Javelin (129) came in sight, from which the long form of John Eason Gibson unfolded. His co-driver, Klemantaski, made a bee line for the ham and eggs, followed by the others. At 9 o'clock Potter's Allard shot away, and then the Stockholm starters began to arrive.

The Healey of Hermingsson had plug trouble. At 8.55 Greta Molander came in, as fresh as a daisy in her beautiful little Saab, with which she was immensely pleased. She left at 9.35 and the rest of the Swedes arrived thick and fast.

Starters from Florence included Mrs. van Strien and her crew in a Ford Vedette. The route from Florence was the only bad one. To Bologna snow was thick, but had been cleared away leaving the very slippery iced roads open. Very low averages resulted, but the section to Milan was better. Milan onwards was very bad again and heavy snowstorms were met, but it seemed that only about ten cars did not get through.

By 11 a.m. all competitors were speeding on to Brussels.

Later it was learned that Brookman and Fletcher (A.C.) failed to reach Amsterdam owing to engine trouble.

From Bordeaux came news of the Lisbon contingent. First crew checking in, Cortanze and Dubois (Peugeot) remarked that, *sacrébleu*, it had been cold until they reached the coast at San Sebastian. After that there had been dense fog across the Landes Department of their homeland. As they left, the mercury at Bordeaux stood at 23 deg F—nine degrees of frost.

From Brussels came a cable from *The Autocar* representative: "Cold clear stop eleven degrees frost." He had this story to tell:

"I arrived at the control point an hour before the scheduled first arrival to find the crowds had already gathered. At 10.19 a.m. the first car from the Monte Carlo starting point arrived—none other than the smallest in the Rally, the Rovin piloted by Rinaldo; it was the fourth to leave Monte Carlo. Second arrival was a Simca 8 (Scaron and Pascal) and third came Levegh in a Ford Vedette. Then came British competitors—Riley and Deacon in a Morris. They were the first British through the control, though a Riley (230) driven by Hayward and Kempe-Roberts had arrived half an hour earlier to use this time to good effect by checking petrol, oil and water outside the control. They had covered exactly 1,173 miles.

"After that a steady stream of cars rolled in from Monte Carlo; all reported icy road conditions in the mountain passes. A Citroën driven by the brothers R. G. and P. Larribeau arrived with a damaged wing.

"Around 11.50 came the first arrival from Glasgow—a Ford driven by F. and R. Guest. No. 75, Sydney Allard's Allard, arrived second with 74, the Allard driven by Mrs. Allard and Mrs. Wood (entrants for the Coupe des Dames), followed immediately behind. Bartlett's Vauxhall was fourth from Glasgow; a Jaguar, driven by the Warwick brothers, fifth, and an Allard, driven by Zetter and Lee, arrived sixth.

## THE HOME STRETCH

TO the hearty satisfaction of Rally officials, snowstorms and bad conditions intervened in the last 500 miles to the Riviera. South of Nevers the flakes were falling thick and fast, and a depth of 6in was reported from near Lyons.

Rheims control checked 258 of the original 281 starters through on Tuesday night. The Triumph from Glasgow (Keracher: Croll) had slight damage from a collision and was later eliminated by time at Paris, and Couper's Rolls-Royce had a slight accident near Rheims. The three British teams from Lisbon were still going strong, and included Imhof (Allard)—always a rally "favourite."

Speaking from Paris on Wednesday morning, Gordon Wilkins, of *The Autocar*, reported that organization of the city's control, which competitors reached on Tuesday evening, was wonderfully efficient. Competitors not sure of the route were given an escort of mobile police into and out of Paris, and traffic control was organized to give them the freest possible passage.

First to arrive while it was still daylight was Péraud, with a 4cv Renault, fol-

lowed by Trevoux and Lesurque with their Delahaye, which has a light grey Italian coupé body. The Lisbon starters arrived first and reported an easy run despite early rumours of snow. Near the Franco-Spanish frontier there was a bad crash when a Citroën driven by Picard and Brugairolles ran into an unlighted truck loaded with timber. Two other non-arrivals from Lisbon were Cabral and Arnaud, with Ford V8s. Nunes dos Santos' B.M.W. checked in very late.

F. and R. Guest, from Glasgow, had crashed their Ford Prefect just before arriving at Glasgow, but borrowed their

## Stop Press

First arrivals at Monte Carlo were Peugeot (Dubois: Corta 2e), Hotchkiss (Becquart: Secret and Delahaye (Trevoux: Lesurque); they checked in just after noon.

sister's car and started without any preparation. They reached Paris without penalty and were still going strong. Blumer and Collinson were also going well in the Morris (85,000 miles on the clock). Franklin and Burgess extensively damaged their Lagonda in Holland when two cars collided in front of them and they ran into the wreckage. A Dutch competitor put them in touch with a garage where six men worked to beat out the panels. The Hillman Minx, Sunbeam-Talbot and Javelin teams, from Glasgow, all arrived intact.

Two Vauxhalls driven by Dutchmen from Monte Carlo arrived on time in Paris; one was a Velox, the other one of the older Fourteens. The Morris driven by Riley and Deacon was in collision with a truck from Rheims and damaged a rear wing, but arrived in Paris on time.

The 1½-litre Riley from Monte, driven by Hayward and Kempe Roberts, collided with another car near Le Bourget and also damaged a rear wing, but was able to continue. Gatsonides, from Holland, arrived with his Humber Snipe amongst the Monte Carlo starters. The Czech driver Treybal, a non-starter, had his Simca taken over by Robert Manzoni, the French driver. One of the most elegant cars from Monte Carlo was the Bentley saloon, driven by Mr. and Mrs. Reichmann Seliger, which arrived clean and polished.

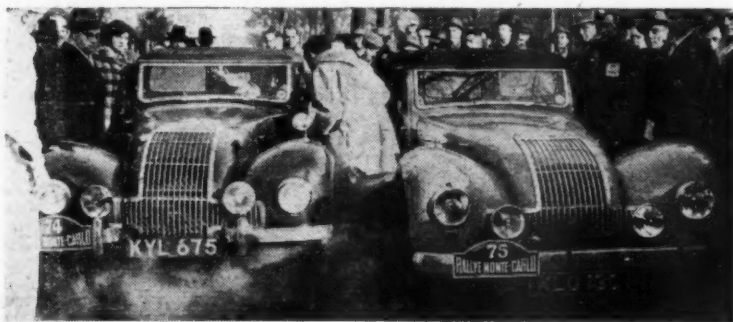
The Hotchkiss of Becquart and Secret arrived still wet from a quick wash and polish. Chiron and Louveau were greeted by a burst of flash bulbs.

Stockholm had a high casualty rate with sixteen non-arrivals at Paris. From Oslo Mr. and Mrs. Morton (Vangdard) checked in on time. One retirement from Oslo was a Fiat (Wittkamp: Eisma).

The full contingent of six from Florence reported no trouble. They included the formidable ladies' team, Mme. van Strien and Mlle. Schade in a Ford Vedette. Despite losses, the British challenge for the Coupe des Dames was still strong with Mrs. Wisdom's crew looking very fresh in their Vanguard from Monte Carlo, and Mrs. Allard and her two sisters arriving on time at Paris from Glasgow.

Towards midnight two Finns arrived very late and passed on after managing to convey by signs that their Buick was sick, and H. M. and E. E. Jensen arrived in a Skoda just within the three-hour delay limit.

And so to press—and next week.



The Allards of Mr. and Mrs. Sydney Allard seemed inseparable. Here they are checking in at Brussels, with Mrs. Allard's car (left) showing signs of boiling.



# THE MONTE CARLO RALLY

—continued—

Right: Great activity at Folkestone as the crane loads competitors' cars into the S.S. "Dinard." To the delight of competitors the ship left early, giving a promise of a little extra time to enjoy Boulogne's famed hospitality.



Above: Filling up a special tank for benzole on Turner's Javelin at Glasgow (the benzole is added to the petrol in a 1 to 7 proportion); and the Hillman Minx of M. B. Anderson and R. M. Hastie at the start in Glasgow. A. K. Stevenson, Secretary of the Royal Scottish Automobile Club, holds the watch, while beyond him is Sir William Whyte, chairman of the R.S.A.C.



Right: At Folkestone—in the grey light of Monday morning the Porter and Bernard Javelin arrives at the check point.



## HELD IN TRUST: CONTEMPORARY ACTIVITIES HAVE NOT DI

**E**QUANIMITY holds no place nowadays in the country-lover's outlook. It is characteristic of the average Englishman to discount the value of a treasure until he has lost it, and something of the sort is happening with regard to many treasures of the English scene. There is a too ready acceptance of the fact that this is a beautiful country. It *was*. But anyone who drives for pure pleasure—the pure tourist, in other words—knows that a route must be selected with great care if it is to be pictorially charming and historically interesting. And this in spite of the Town and Country Planning Act, and the restriction on development of property.

The fact is that necessary development is a great despoiler, along with contemporary politics. Think of the hideous festers of pre-fabs that have fouled once-green slopes; yet who would deny that the pre-fabs are necessary? Think of the mouldering mansions, their blind casements staring on to thistle-grown parks—or even of the comparable homes that have lost the magic touch of the family owing to their invasion by the staffs of industrial firms or the National Coal Board. Yet who would deny that a little more equality between man and man was called for in Britain, or that a mansion is better occupied by the Coal Board than by the rats and spiders which, like Nature, abhor a vacuum?

We have suffered other smaller losses. Writing in *The Spectator* recently, my good friend F. A. Brodribb reminded readers that the tidy roads of today had deprived them of the beflowered verges of yesteryear. In only a

few country lanes does the lace curtain of the cow parsley nowadays emphasize the blue of the scabious. And where are the little yellow snapdragons from which the glorious antirrhinum sprang? The cut-back hedge at the corner has caused the hawthorn, in resentment, to withhold its long sprays of "may" blossom, and the red hips of the wild rose get no chance to mature. Yes, progress means loss as well as gain.

But vandalism and *laissez-faire* cause inexcusable losses. Robbery of a wild bird's nest may spell ultimate extinction of a species, and abandonment of property a wilderness. On the borderline are open-cast mining and quarrying. It is easy to quieten the conscience by saying that we *must* have coal, and we *must* have cement. But what is one to say when the coal is obtained at the cost of Wentworth Woodhouse, and the cement at the cost of Dovedale? Who is to recall the sense of values that should be brought to bear on problems such as these?

The answer has been, up to now (and still is, in spite of Mr. Silkin), the National Trust. Founded more than fifty years ago, the aim of the Trust remains the same. In those days it was felt that there should be a body of influential and responsible citizens to whom land and property could be handed over and who would hold them for the nation and protect them from avoidable despoliation. In these days no one would deny that such a body is still necessary.

And that is what the Trust is. Its "national" title does not imply that it is a Government Department, although



The great diversity of the beauty protected by the Trust is reflected in these studies. Above are the street of 15th-century houses in Laycock, Wiltshire, and the medieval splendour of the hall at Cotehele House, near Tavistock, but in Cornwall; opposite, Derbyshire's Fells and Mam Tor, the "Shivering Mountain." Below is the south front of Cotehele.



greatly it is needed. At the present time, if someone wishes to donate a property to the Trust, it has to be made a condition of acceptance that the donor shall endow it sufficiently to meet the costs of maintenance. Unfortunately, this cannot always be done, and as a result the Trust has to decline properties which ought to be preserved and which would be if it were in a stronger financial position.

Properties owned are numerous and varied. Scenic ones like Box Hill, Surrey, or Hartsop Hall and Brotherswater, Westmorland, help to make up a total of nearly 200,000 acres safely protected. Places of archeological interest include Avebury, Wiltshire, and Chedworth Roman Villa, in Gloucestershire. Historically, there are castles such as

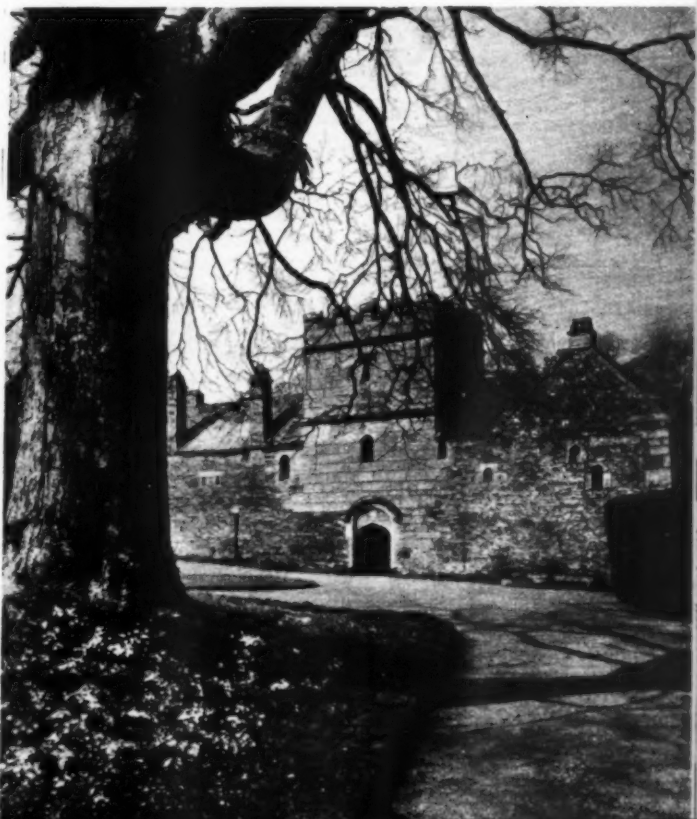
## NOT DIMINISHED THE NEED FOR PRESERVATION

four Acts of Parliament are on the Statute Book defining the Trust's purposes and powers. But it is entirely independent of Government or party. In various ways the Trust acquires properties and preserves them, for your benefit and mine, but it is not voted—as many seem to think—a large and fixed sum in the Chancellor's annual Budget.

This journal has for many years accepted the principle that the National Trust deserves support. It is a little impatient at the misconceptions that exist of the Trust's position and purpose in life, and it is anxious that the work of the Trust shall continue until Britain is educated up to the standards at which its work is unnecessary. With that in mind, therefore, the bald necessities of the Trust's existence can be stated.

You can become an ordinary member for 10s a year, and anything which is paid in excess of this is welcomed. Life membership costs £20, honorary membership £100, and a donor of £500 or its equivalent becomes a "benefactor." Applications and subscriptions should be sent to the Secretary, The National Trust, 42, Queen Anne's Gate, London, S.W.1, and cheques and postal orders should be made payable to the Trust and crossed "Barclay's Bank, Ltd." If, in addition, you would like to help the Trust by doing voluntary work, the Secretary will supply details; much of the Trust's work is done by such volunteers.

It is unnecessary to explain how the money is used, but a small sidelight on Trust benefactions will show how





## HELD IN TRUST: continued

Coastal magnificence—  
Sewer Mill Cove, South  
Devon.

Bodiam, Sussex, and that greatest of the great homes of England, Knole, in Kent. The contents of such mansions, *objets d'art* every piece of them, are included. Smaller houses inhabited by people of note include Hughenden, Buckinghamshire, where Disraeli lived, and Batemans, Burwash, in "Sussex by the Sea," the home of Kipling; one comparatively recent acquisition is the cottage of Clouds Hill, Dorset, where T. E. Lawrence's name is preserved.

More unusual properties are those such as Wicken Fen, in Cambridgeshire, a portion of fenland which is preserved as it was in medieval times and is a home of rare bog plants, insects and suchlike, and the bird sanctuaries in the Farne Islands—inseparably linked with Grace Darling; at Blakeney Point, Norfolk, and on the Calf of Man. Famous gardens include Bodnant (Denbighshire) and Ridcote Manor (Gloucestershire).

The Trust is a tolerant owner. A charge is made for some properties, but others are to be enjoyed free, or the

visitor is left to place a donation in a collecting box. Rarely are there supervisors to see that one does not walk on the grass (and as a result it is to be hoped that visitors do not do so where there are good reasons for keeping to the paths), and this benevolent landlord adopts only an air of injury in the face of the litter fiend. None the less one must add that the litter fiend lives amongst us today as he has done for many years. Why is it that the man who would pounce on the discarded paper bag left on his own lawn will lightheartedly toss the empty cigarette packet on another's? Psychologists may know the answer, but they are the only ones. And, incidentally, who are the bad-mannered motorists who permit their children to eat oranges and apples in the back seat of a car, tossing the peel and cores out of the window? We have all overtaken them, with well-deserved disgust.

Personalities behind the Trust are many and famous. A list of the Presidents is sufficient to indicate the character of the organization. From 1895 to 1899 the President was the Duke of Westminster; until 1902 he was the Marquess of Dufferin and Ava; from then until 1940 H.R.H. Princess Louise, Duchess of Argyll, held the post, and from 1944 Her Majesty Queen Mary has been President. Donors have been legion, and sometimes anonymous. Who are Ferguson's Gang, for instance, who presented Priory Cottages, at Steventon, in Berkshire? In another context, what is the story behind the hilltop near Abergavenny, which was presented by Captain Geoffrey Crawshay in memory of Sergeant Arthur Owen, R.A.F.?

Enough has been said to show that the National Trust is one of those great British institutions which are summed up in the phrase a Good Cause. To motorists it is a specially Good Cause, because in their touring they have reason many times to bless the name that fringes the celebrated oak leaf sign. And, incidentally, pandering to a harmless conceit on our part, the oak leaf sign has been recently embodied in a car badge which may be worn by the cars of members. It is a rather unusual one . . . and after all, why *shouldn't* you put one up if you want to . . . ?

MICHAEL BROWN.

Mountain streams — like this under Hardcastle Crag, Yorkshire.



## Reg Parnell (Maserati-mounted)

INTO the racing picture some years before the war came Reg Parnell, of Derby, driving, as a rule, a comparatively small car; he thereby served that apprenticeship which makes all the difference to the calibre of a driver in later years, provided that he learns thoroughly those lessons which are inevitably presented for his edification in the hardest possible way.

As a result of success in this connection, another and altogether different Parnell made his appearance directly after the war; a Parnell who was much more methodical, at one with his car at last, and whose cornering is worth watching in any race, especially when enterprise pays. With a pit which knew its business and mechanics who could do their work thoroughly and smartly, this made all the difference in the world, with the result that Reg is now one of the best of British drivers. His record, particularly during the year after the war, is excellent.

It was not, however, in any way an easy task to attain to this standard of success, and to the onlooker knowing the game it often seems as though he would have an easier and, in some ways, much better time in races if he and his mechanics were able to concentrate on one car, or on comparatively few. For even with the facilities available it must be an extremely difficult job to prepare the number of racing machines which now make up the Parnell stable and for which he is responsible during the racing season. Racing, which commences with the preparation of the cars (on which all depends) is a job which is expensive, but which must be carried out with the method which requires, more than anything else, time and a peaceful atmosphere. To prepare one

car is difficult; and the difficulty varies disproportionately with the additional machines. None the less Reg has proved himself to be a driver on whom the responsibility of carrying the British colours can rest with certainty. He has, for most of the time, driven Italian cars because nothing else was available in the circumstances, and his experience has benefited because he has not had to confine his activities to the major races in this country. He has been able to go abroad and, therefore, has a very wide experience indeed of the various Continental races in the international calendar. That alone is a considerable advantage to any driver, because certain small differences of organization, and rather vivid differences in the interpretation of regulations, exist in international racing. A man is heavily handicapped unless he has this experience behind him.

The machine Parnell has been driving lately is a Maserati, and is in many ways unusual, although it is one of the latest of the machines to bear this famous name. A great deal in the design seems odd in the circumstances. The four-cylinder engine, for example, is not really the type of power unit you would expect from a well-known Italian racing firm these days. The chassis does not seem to possess any outstanding technical points. But the performance of the machine is sufficient to give the driver a good chance of success and one has only to study the results obtained by the various *marques* in the long series of races which have taken place since the war to realize that whatever criticisms may exist concerning the design, the results obtained with it have been very satisfactory.

CASQUE.





Cornering technique: Hilary Laing of the victorious British Ladies' Team in action in the slalom event, and the TD Midget on the climb to Val d'Isère.



## WEEK-END ON

# Skis - and TDs

By GORDON WILKINS

TWO OF THE NEW M.G. MIDGETS VISIT THE LOWLANDER SKIING CHAMPIONSHIPS AT VAL D'ISÈRE

SOME weeks before Christmas I was coming off the end of the Oxford by-pass when I saw in the distance an M.G. Midget with something unusual about its lines. I had heard that a new model was on the way and, as I was driving a very fast car at the time, I gave chase; but it was some time before I was able to catch it up, and to note that the family resemblance to other Midgets was now subtly modified by a general increase in size, the use of disc wheels and independent front suspension. Soon afterwards there came a 'phone call to know if I would like to take one out to Val d'Isère for a week-end in the French Alps, and I realized that it was over ten years since I had driven a Midget for any considerable distance. Like most enthusiasts, I drove and owned M.G.s of all kinds before the war, and a 2-litre convertible provided me with my first experience of covering 500 miles in a day in England.

However, export demands had kept production running at such a high level since the war that no radical changes had been introduced and the ten years' hiatus left me with no abiding sense of deprivation while there were so many new models of other makes to be tried. It was sufficient to know that thousands of happy youngsters in the United States were finding in the M.G. a new appreciation of motoring as a sport and that a new generation eking

out the bleak post-war years in England would give its ears for a chance to do likewise.

The idea was that we should take out two cars, one driven by Ian Appleyard, taking with him Louis Klementaski, the photographer, and the other driven by me with Bernard Till, a news-reel cameraman, as passenger. Appleyard, himself an Olympic skier, was taking out the trophy given by Viscountess Kemsley for the Lowlanders' Skiing Championships at Val d'Isère on January 14 and 15, and the two photographers were to cover the event and record the outward and homeward runs. The opportunity to try a new M.G. over a long distance was not to be missed on any account, but when combined with a chance of some skiing it seemed to present the prospect of an epic week-end. Moreover, my own skiing is not so good that I am above picking the brains of Olympic skiers when I get the chance. No false pride with me.

As an idea for a sporting week-end, the project sounded delightful, but the paperwork involved was considerable, and served to emphasize that the union of Western Europe remains a beautiful dream, which can take place only when the hordes of bureaucrats and assorted officials have been strangled with their own red tape. The car formalities are bad enough, but it is not until you have attempted to take a ciné cameraman as a passenger that





To make a film of one car, you need two, of course. The green car stops while the red Midget sweeps past on the snowbound mountain road near Bourg St. Maurice.

you know what delays and frustration can really mean.

Bernard Till's preparations had started weeks before. He had to get permission from his own union to work in France, and they had to apply for permission from the French Ciné Union for him to take films in France. His equipment, valued at £2,000, could not leave England until a Board of Trade export permit had been obtained. The procedure was so involved that shipping agents had to be employed and a full description down to the oil can and the brush to flick the dust off the lenses had to be typed out twenty times.

Just before we left it was suggested that, as all his kit would be stacked in the Midget I was driving, I would need a permit from the French Ministry of Labour to act as a *chauffeur d'automobiles*, but this I nipped firmly in the bud.

Eventually everything was satisfactorily arranged—or so we thought. The two cars started from Trafalgar Square heavily laden with baggage and photographic equipment, and crossed on the Wednesday night ferry to Dunkirk. The plan was to take two days on the outward journey, taking films and still photographs en route and making a brief détour to Paris to pick up the ciné cameraman's permits. The brief détour quickly developed into a day of frantic interviews and telephone calls, and we found ourselves late on Thursday evening faced by a ruling from an apparently responsible official of the French Ministry of Labour that no film involving publicity for a British car must be made on French soil. However, promises of further consideration were given for the following day.

To continue the debate any longer would have meant

abandoning the whole expedition, so we left the Champs Elysées for what we hoped would be a quick run to Fontainebleau and a good dinner to cheer us up. Immediately we ran into a thick fog which reduced us to a crawl the whole way and we were lucky to get an omelette before retiring to bed, fog-bound and frustrated.

We now had 400 miles to do on the Friday to get to Val d'Isère in time for the opening of the skiing championships on Saturday morning, and had to fit in such stops for still and ciné photographs as we could manage en route, whenever light and background were suitable. The cars were filled up with fuel and oil, and tyre pressures were increased from the recommended 18 lb per square inch to 21 lb. The run to Paris over the *pavé* of Northern France had already shown that this new Midget, with its fat tyres, independent suspension and strongly reinforced chassis frame, gave riding comfort far superior to that of its predecessors, but with the heavy loads we were carrying extra pressure seemed desirable to assist in holding a line on rough corners with an adverse camber. The increase proved to be exactly what was needed and from then on road holding was first-class at all speeds on wet *pavé*, snow or ice.

The fog was still with us and after 34 miles through the forest of Fontainebleau and on to Sens the speed never exceeded 60 m.p.h. From then on the weather cleared, the sun came out and we were really able to find out what the new Midget would do, as we sped down the long straights and open curves of N6. The roads were wet and slippery and the surface not always even, but the cruising speed could be maintained regardless of conditions.

Films and fresh air: The green car's crew take their air neat, while manoeuvring into position for some 50 m.p.h. action studies.





Six thousand feet up, on the approaches of the Col d'Iseran, lies Val d'Isère, one of the highest resorts in France. The funicular takes skiers up another 2,400ft to the Tête de Solaise, from which a series of runs leads down to the village.

Although the Col d'Iseran is closed by snow from October until July, the road is kept open as far as Val d'Isère for the winter sports season.



The speed was pushed up until the car was holding a speedometer reading of 82½ m.p.h., and the rev counter needle was round to 5,500. A speedometer and rev counter calibration had already shown an optimism of about 8 per cent, but after making due allowance for this it was apparent that we were maintaining a cruising speed of 70-75 m.p.h. and confirmation soon came as we logged the times through Joigny, Auxerre, Avallon, and Saulieu to Arnay-le-Duc. The roads were wet, the traffic was fairly heavy by French standards and we were twice brought down to second gear in delays behind heavy lorries, but when we stopped for petrol at Arnay the 108.5 miles from Sens had been covered in 105 minutes, giving an average speed of 62 m.p.h.

The speed through the last section from Saulieu was reduced by preparations to film the petrol stop of the second car at Arnay and the average taken over the section from Sens to Saulieu was even better, with a distance of 91.5 miles covered in 87 minutes at an average of 63.1 m.p.h. The second car covered the stretch Fontainebleau to Avallon, 99.6 miles, in 98 minutes, averaging 61 m.p.h.

My car, which was the one used for *The Autocar* Road Test, had been run in the morning with head and side-screens erected but the sidescreen on the driver's side had been omitted. At the lunch stop at Chagny this screen was put into place and the complete enclosure of the car seemed to have an appreciable effect on speed. We are accustomed to the fact that closed cars are faster than open ones, but it looks as though the eddies caused by the absence of sidescreens may also have a measurable effect.

## WEEK-END

### on Skis—and TDs: continued

At all events, the car which had covered several flying kilometres in the morning in times between 29 and 30 sec now proved capable, heavily laden as it was with photographers' equipment, of spacing the kilometre posts at intervals of less than 29 sec, and covered one level stretch past an aerodrome in 28.4 sec, giving an average speed of 78.8 m.p.h.

As darkness fell there were signs that fog might cause further delays, so the route was switched through the Rhône valley over the high ground descending via Culoz to Aix-les-Bains. The lovely Lac du Bourget, which Balzac called "blue as no other in the world," was to us simply a darker patch in the surrounding night as we sped through the swerves of the Corniche. We stopped for dinner at Albertville and then started the long ascent from the rail-head at Bourg St. Maurice to Val d'Isère, where we arrived at midnight. This section of the road rises 6,050ft through a series of gorges and sharply ascending mountain roads and it was here on the snow and ice that the road holding qualities of the new Midget were appreciated to the full. By this time both crews were feeling tired, but the eager response and safe handling of the little cars made a pleasure of the difficult stretch, which could have been an ordeal in a less roadworthy car.

During the two days at Val d'Isère the weather was magnificent and we had the satisfaction of seeing the British team at the top of the combined results for downhill and slalom races. Two London sisters, Sheena and Vora Mackintosh, came first and second in the ladies' combined results and Hilary Laing was third. In the men's event John Boyagis, a young Briton who had the good fortune to be at school in Switzerland during the war, easily won the slalom. Count d'Ursel of Belgium returned such a magnificent time in the downhill race, flashing across the finishing line at about 60 m.p.h., that he won the cup for the best combined result. However, with Britons second, third and fourth, the team award was secured.

The Lowlander Championship is open only to residents in countries without mountains suitable for skiing, such as Britain, Belgium, Holland and Denmark, and entrants must not have ski-ed for more than 60 days in the previous winter. These qualifications apply to several competitions throughout the season, and give a chance to

the genuine holiday skier to take part in competitions with some hope of success.

Val d'Isère, as one of the highest French resorts, lying at 6,000ft at the foot of the Col d'Iseran, is assured of snow until the end of April. One funicular and two ski lifts are available and another funicular is in the course of construction. Hotel charges are moderate and skis can be hired for about £1 a week. Top quality skiing clothes cost from half to two-thirds of the prices now ruling in the West End



Towing the line: members of the British ski teams go skijoring behind one of the Midgets.

of London and first-class skis, which in Switzerland would now cost the equivalent of £20, can be bought for about £12 in French currency.

The need to conserve their holiday currency allowance has forced many British winter sports enthusiasts to buy their kit in England before they leave, but it is to be feared that they do not always receive the best advice, to judge by the pained expression worn by one 14-stone enthusiast, who was being told by his instructor that he had been sold a pair of lady's skis. Our two photographers, seeing the magic of the Alps in winter for the first time, realized at once why those who have once taken up skiing never again worry about a summer holiday, if only they can get away for a few days in the winter, and soon launched themselves on the perilous slopes. Bernard Till took the whole thing in his stride and indeed it must have been a tame affair to him, after filming bombing raids on Germany, operating as photographer with the Maquis, and always seeking excitement. Klementaski adopted a more cautious approach, but enjoyed himself immensely.

What with the British victories and the presence of a number of fellow motoring enthusiasts who were learning the mysteries of the skiing art, there was quite a party on the Sunday night. The frosty air and mountain liquors work powerfully upon those who normally partake but sparingly of strong waters and it has to be admitted that when the time came to rise for an early start on the Monday morning two members of the M.G. party were afflicted with that kind of full, imperial hangover, which is liable to develop into a complete fallower unless very great care is exercised when tying up the shoelaces. It should not be inferred from this that the title of this narrative must now be changed to "SKIS AND D.T.s," but the point is made because in the course of the long day's run from the Italian frontier right up to Dunkirk, the M.G.s earned our respect and gratitude as comfortable long-distance cars.

We started just before 8 a.m. as the first rays of the sun were setting the mountains aflame and the descent from Bourg to Chambéry was taken very gently. It is usually more difficult to descend than to ascend on snow or ice, and daylight revealed dizzy precipices over the unprotected roadside which had been mercifully hidden by darkness on the upward journey. Only 17 miles were covered in the

first hour and the second hour was little faster. Thereafter the speed improved, and the two cars kept together in convoy right across France. There were numerous stops for photographs and three stops for petrol, and we found time to dine off sole cooked in champagne at Rheims before embarking on the rough roads across the old battlefields to Dunkirk. The two cars had not followed exactly in each other's tracks, but by a strange coincidence, when they drew alongside the night ferry boat, both their trip indicators showed exactly 651.4 miles for the day's motoring. Checks on both cars against kilometre posts had shown an error of 3 per cent in the mileage recorders at the cruising speeds at which we were running and the correct mileage for the day was therefore 632.

It usually happens that on a trip of this length one changes drivers from time to time, but in this case I drove the whole distance single-handed, thus covering 1,000 kilometres in the day, and so I was in a position to speak with some appreciation of the comfort, driving ease, and general handiness of the Midget in long hours at fairly high speeds.

The two cars were among the earliest of the new type to be made and in the course of the week-end we encountered various minor difficulties, including some electrical troubles and a broken oil pipe—troubles of a kind which so often happen on the first samples of a new model—but they did not prevent our completing the run to schedule. The TD Midget undoubtedly represents a great advance over earlier models in steering, braking, road holding and riding comfort. Despite the extra weight entailed by the new amenities, the car is obviously able to maintain high averages for long distances with minimum fatigue to the occupants.

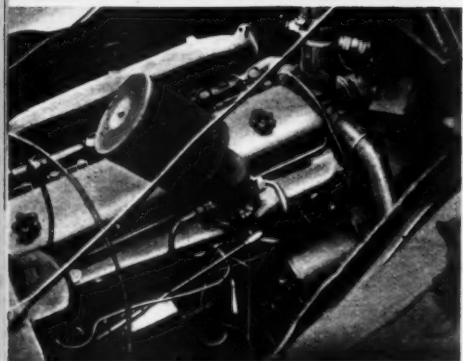
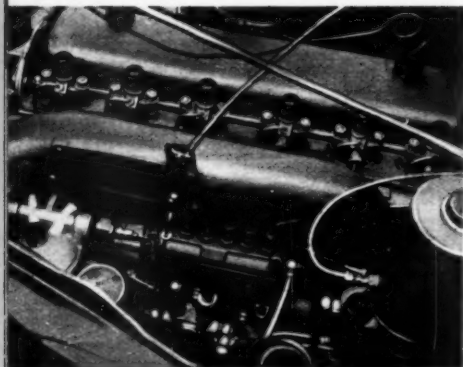
The axle ratio of 5.125 to 1 confers unusual top gear flexibility and scarcely any pinking was experienced even on French petrol. This will probably enhance the appeal in the American market, but it means that third gear, with its comfortable maximum of about 50 m.p.h., is little used except when accelerating or climbing steep hills. European users who expect to drive fast for long distances will probably be happier with the alternative axle ratio of 4.55 to 1 and should find it worth while to specify the optional double hydraulic spring dampers for bad roads. Over the whole trip fuel consumption on one car worked out at 24½ m.p.g. and the other showed approximately 23 m.p.g.





## A Diesel Conversion

EXPERIENCE OF A PACKARD, POWERED BY A PERKINS P6 C.I. ENGINE



The diesel engine as installed, showing the injection pump and high pressure nozzle housings (top), and (below) air intake side of the P6. The diesel engine results in a well-filled bonnet.

**T**HE familiar diesel features, high thermal efficiency and reliability, have always exercised a fascination for motorists, and more especially in times of petrol shortage. At present, however, the fuel regulations for diesels are as stringent as those for petrol engines—90 miles per month for private use still holds, despite the considerably greater economy of the compression ignition engine. The user is still further hampered by being required to have a full car licence, even for this monthly mileage. For longer journeys the economy factor may be considerable, for diesel fuel for this purpose costs only 1s 6d a gallon.

The m.p.g. figure of the 1938 Packard limousine of which the conversion to a Perkins P6 diesel engine has been done by the firm of Chamberlain Industries, Ltd., of Staffa Works, Leyton, London, E.10, has been increased from about 16 m.p.g. to 30 m.p.g. The conversion was recently inspected by *The Autocar*; although cars are not this company's usual line of business they are hoping to produce a number of similar conversions in future, to satisfy a demand which is shown by enquiries to be considerable.

The engine fits quite neatly into the considerable bonnet space of the Packard, and the original three-point mounting is used, with Silentbloc bushes to absorb the extra vibration. At some speeds this is naturally more severe than that of the petrol engine. The standard gear box of the car is used, with the overdrive—a necessary feature with the low revolutions of the Perkins engine. Other alterations include fitting a larger battery to cope with the starting of the high-compression diesel.

Although unmistakably a diesel, the engine behaves quite well. Starting

from cold, with a set of electric heater bulbs in the induction and Ki-Gass "doping," is good. Apart from the lowest speeds, such as in slow traffic, the engine is free from vibration, and at speeds above 30 m.p.h. is surprisingly smooth. The impression of solidity and reliability is marked, and reinforced by the knowledge that a full tank will take the car some 600 miles. With the free-wheel inoperative the overrun effect of the engine is marked, and for the best results in traffic the car requires some acquaintance. Acceleration sensitivity is not as great as with the petrol engine. A speedometer reading of close on 70 m.p.h. was obtained without difficulty, and the extra 1 cwt of engine weight seems to be taken care of by the reinforced springing—extra coil springs are fitted to the existing front springs.

It is difficult to say what the long-term effect of the diesel engine would be on the car, but the Packard seems to take it satisfactorily, and the firm in question are hoping to make a number of such conversions, to be marketed at about £1,250 complete, which includes the supply of the car itself. The possibilities of using a smaller Perkins engine, a four-cylinder, in other cars such as the Humber are being investigated.

The Perkins engine will run for very long periods without special servicing, and the conversion is expected to interest doctors and farmers, or other travellers over large mileages. Readers interested in similar diesel conversions are referred to articles in *The Autocar* of August 4, 1939, and December 19, 1947, and to the article "No Diesel Promised Land," published on July 15, 1949, for a more general discussion of the subject of compression ignition engines for cars.

## SOUTH AFRICA'S VAN RIEBEECK TROPHY RACE

**T**HE latest race in South Africa was run on the reconstructed Paaden Eiland Circuit, which is now 1½ miles long. Two ten-lap heats were run off first, twelve cars from each heat qualifying to compete in the 40-lap final. There were many interesting specials in the large entry, which was recruited from all parts of the Union. The cars were divided into types for the two heats, the line-up for the first consisting mainly of TC M.G.s, with a Singer Nine, a Brooklands Austin, two 500s, and several specials. Result: 1, M.G. (Raath), 2, Singer (Muller), 3, M.G. (Sergeant). The second heat included the faster cars, such as Reed's Citroen Special, Fraser Jones' ex-Gerard Riley, the Rileys of Frank and Edgar Hoal, and the Cisaprilas of Pat Brown and Le Roux. Result: 1, Citroen Spl. (Reed), 2, Riley (Fraser

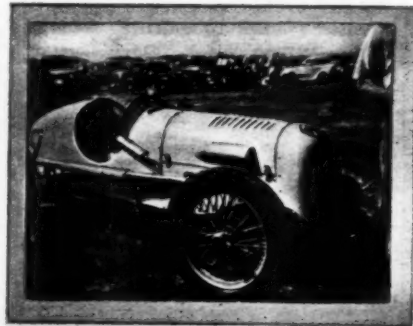
Jones), 3, Jaguar (Fettes). The line-up for the final included ten M.G.s, four Rileys, both Cisaprilas, and, of course, the Citroen. The blown M.G. of Johnny Baylis was not allowed to start as he had not completed his heat.

During the final, trouble was rife; Fraser Jones' Riley broke a rocker, Edgar Hoal's a con-rod bolt—which resulted in a very expensive blow-up—while the Citroen went out with no clutch and a fractured petrol pipe. However, the beautifully prepared single-seater TC M.G. Special, driven by F. Brodie, was lapping fast and consistently. Ratcliffe's Studebaker-Wolseley Special gained the lead, but his brakes failed on the last corner, and he slid off the road; Brodie slipped past to lead him across the line by two seconds. Frank Hoal's rear axle broke at the same spot, pre-

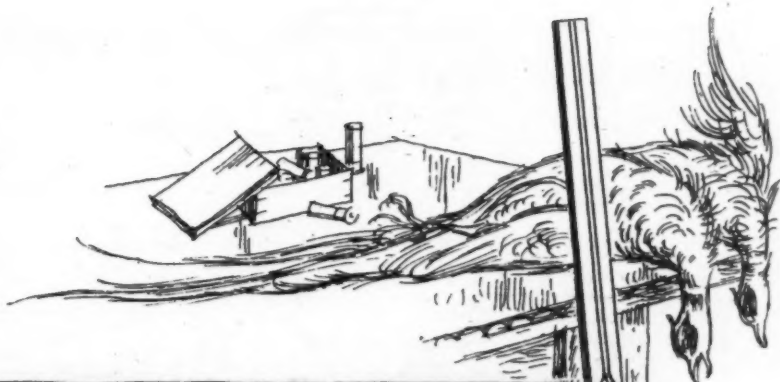
venting him from finishing by a mere few hundred yards, robbing him of a certain third place. Fastest lap was put up by Fraser Jones (Riley) at over 65 m.p.h.

Result: 1, M.G. Spl. (Brodie); 2, Studebaker-Wolseley Spl. (Ratcliffe); 3, TC M.G. (Sergeant); 4, TC M.G. (Raath); 5, Cisaprilas (Brown).

The winning car—F. Brodie's special single-seater version of the TC M.G.



*For Town or Country*

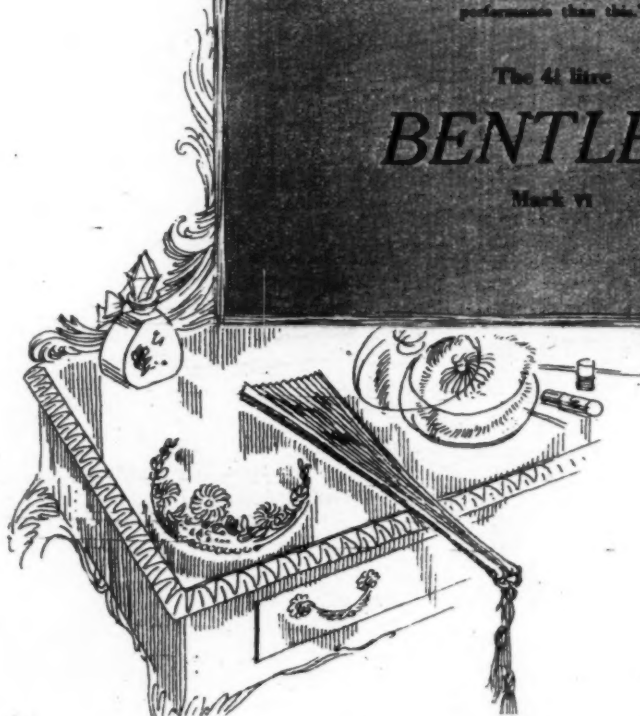


"... I really find it difficult to believe that any other car, produced anywhere, at any price, could be more refined in performance than this."

The 4.4 litre

**BENTLEY**

Mark VI



*The Silent Sports Car*



**WITH  
AN  
EYE  
TO  
THE  
FUTURE**

*Motorists who remember the excellent quality and consistent reliability of pre-war CLEVELAND petrols keenly look forward to the return of branded motor spirit.*

*And when that day comes the younger generation will find a new pleasure in the smooth running and additional power which CLEVELAND petrols assure.*



**MORE INFORMATION SHOULD BE  
GIVEN FOR TOURING PURPOSES**

**C**OLOURED contour maps give an indication that you may expect hills if you drive in the "brown" areas, or open country if you take the roads through "green" areas. The darker the brown, the higher the hills; although I have not seen a map which indicates the amount of greenery to be expected on mountain roads.

Certain maps show industrial areas shaded with cross-hatch, but even this is only the most approximate indication. Without wishing to libel some of the lovelier roads in Britain I can think of new light industry and "prefab" areas that are not marked on post-war maps, but which are a menace to any artistic sense or love of nature, and which should be cross-hatched off any self-respecting map.

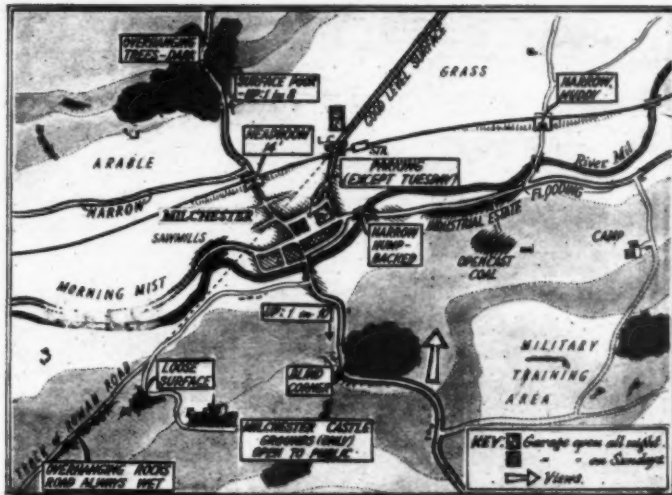
What we need are *going* maps—pieces of cartography which, in addition to showing the *way* also describe accurately what the way is like.

Such going maps are not new. Mobile units during the war, and especially during the Middle East campaign, soon found existing maps useless, and devised for themselves new maps indicating not only the route but also such things as rocky ground, deep sand, good going, mined areas, and other factors important to the man at the wheel. Owing to the air survey and other factors needed to make these Middle East maps it was considered impossible to keep the existence of such maps secret for long, and indeed the important thing was to make and use them, rather than restrict them for any reasons of security. Once we had built up a fine file of accurate going maps we had a litho prepared of a faked map.

This faked litho was allowed by Allied Intelligence sources to fall into Rommel's hands, and there is no doubt that the German army acted upon it, taking our faked going information for granted. The capture of this map led a section of Rommel's forces to underestimate road and track difficulties, with the result that fuel consumption for tanks and armoured vehicles was three times as great as anticipated by calculation from the British going map.

Suitable going maps for motorists in Europe would have to be prepared in complex fashion, but litho plates, once prepared, would in the main be good for a quarter of a century; however, as "met" and road surface conditions change slowly through the years it would be necessary to revise the plates every ten years or so.

Factors to be shown on going maps would include an indication of road surface and (if possible) road width. There should also be some indication of average traffic density at mid-week and week-ends. Gradients should be shown, but the usual contour map figures of height above sea level are of little importance except perhaps at 2,000



*In this map of an imaginary district the artist has shown some of the information which the author seeks. The map is a local-interest one of generous scale; incorporation of such detailed information on the widely used  $\frac{1}{2}$  in maps would require a bewildering number of symbols and a correspondingly large key.*

feet or over, where carburation and coolant problems might occur. For the rest, the likely gradients ahead are of more immediate interest to most of us than any knowledge of height above sea level.

Geological conditions local to the road should be indicated. "Trafficability" is determined on many main roads by their proximity to hills and valleys where mists generate, or where intense local frost can produce dangerous skid patches of ice, even as late in the spring as March or April. The Royal Geographical Society could help, too, to discover which road areas are affected by "run off," and which are naturally wet roads, liable to wet surfaces and skidding. This is not entirely dependent on the road surface, but depends on sub-soil and—in country districts—on the nature of fields adjacent to the road, on their soil, drainage, evaporation factor and "run off."

In bad weather conditions it makes an appreciable difference to road conditions if the ground areas adjacent are cultivated or barren. At Fleam Dyke, Cambridge, meteorological experts use two separate rain gauges, one turfed, the other fallow. The total evaporation from the turfed gauge varies from  $1\frac{1}{2}$  to  $1\frac{3}{4}$  times as much over the year as that from the bare gauge. In terms of fog and mist creation, this obviously means that a main road running through grassland is—if other "met" conditions are appropriate—more prone to surface moisture, skidding and autumn mist, than a similar country road through barren ground.

Again, for the pleasure motorist there is the "met" question of which roads and areas give most favourable weather. Day to day, or even hour to hour weather reports, can be obtained by motorists who tune to "Air Met" on 1,200 metres; still, a good going map should indicate which road routes are prone to rain. This is not so much a matter of long-term forecast as of annual recurrences of weather. Dr. C. E. P. Brooks, F.R.Met.S., has been conducting research into the so-called singularities of recurrence of British weather in local areas, and it seems clear that if we could provide for different versions of going maps at seasons of the year ending February, June, September and December, it would be possible to give approximate area weather indications.

When Martin Baheim was making his first terrestrial globe in 1492, and Gerard Mercator was devising his first charts in 1541, it was common enough for legends to be painted in: "Sea dragons lurk here," or "Dangers unknown exist in Ye forest." Our going maps of today might resemble them in legend, but instead of "Mermaids lurk in these Oceans" we should read "Skid patches dwell here; dangerous cambers exist; nasty third-gear gradients lurk in these parts"—and "No Garages Open on Sundays."

A stretch of the fine  
Trans-Canada highway.

## JOURNEY IN THE CANADIAN

### FOLLOWING THE PATH OF THE PIONEERS WITH AN AUSTIN

**T**HERE is a rich and rare country in the Canadian West—rich in soil and resources, lake and river; rich in history and the example set by British pioneers. There was so much to see, so far to go, that the journey had to be made in two tours.

So the first began on the western shores of the vast Lake Winnipeg, a lake that is three hundred miles long and seventy wide, and looks and behaves like a sea. It is the main source of the Manitoba fishing industry. "Manitoba" is derived from the Indian words *Manitou-baw*. There is an island in the narrows of Lake Winnipeg, and waves beating on the island limestone produce a resonant sound. The Indians said it was their god Manitou beating a drum.

From Gimli, thriving fishing centre and holiday resort,



Snap! The Austin at Austin, Manitoba, near one of the big grain elevators.

with a population largely of Icelandic descent, the Austin Twelve began the long trek, heading south and skirting the lake at Winnipeg Beach, one of several lakeside resorts, before running into the active town of Selkirk. The little Anglican church of St. Clements is near the town and we went there to hear the John West bell that has been chiming services for nearly 130 years. The first missionary from the Church of England to Western Canada, the Rev. John West, arrived in 1820. First rung in a little oak structure built while he was in charge of the parish, the bell was presented in 1862 to St. Clements. The Austin ran on a fast highway of admirable surface to Lower Fort Garry, built in 1832 by the "Governor and Company of Gentlemen Adventurers of England Trading into Hudson's Bay." It is tenanted by the Manitoba Motor Club and is in an excellent state of preservation. When the making of the West was in the shaping it was the taking-off place for the pioneers spreading commerce to the north, and it was a centre for a distinguished band of British explorers, scientists and soldiers. In that era the Lower Fort was the residence of the governor. There is still in existence a bell that played a notable part in regulating the lives of all who lived in the Fort. It rang out the glad greetings to *voyageurs* and traders coming in canoes or York boats on the Red River; and in winter its welcoming chimes were heard by the men with dog teams dashing in over the snow and ice with sledges loaded with furs.

The Austin moved out to follow the historic trail by the Red River from the Lower Fort to Winnipeg. We idled on that trail, for by its ways are ancient churches and monuments, and the graves of many of the builders of Western Canada; it was the path trod by early settlers and soldiers, by Indians and traders. The great Red River flows by, a river with romance in its early traffic; a traffic that embodied everything that soldier, colonist and explorer required, from tools and books to an early English carriage and a tombstone. The cargoes had to travel vast distances by lake and river.

We entered the quiet little church of St. Andrew's. This is Anglican and is the earliest known church in Western Canada. It is picturesquely situated above the Red River and celebrated its centenary in October. Clergymen contributed greatly to the making of the new settlements. There is a charming story of an early minister who was invited to dinner at the governor's residence. It was a stormy day in mid-winter, and because the guest had fifteen miles to travel the governor did not expect him. But he did arrive, long after the dinner hour. He said he had promised to come and, as his horse would not face the snow and storm, he had come on his cow! Refusing

by Sandford  
Blick, F.R.G.S.



## WEST



an invitation to stay the night he joined his hosts in a cup of tea and then started out again on his cow.

We drove slowly on by a road following the wide, soft curves of the Red River valley into the suburbs of Winnipeg, and visited St. John's Cathedral, founded by the Rev. John West. Two great rivers, the Assiniboine and the Red, form a junction in Winnipeg. We stood and watched them. Here a settlement was formed in 1812 by the hardy colonists from Scotland, sent out by the Earl of Selkirk. Their settlement extended for some twenty miles along both rivers. Nearly fifteen hundred miles from the nearest city in Eastern Canada, the early Red River settlers cleared the land, tilled the soil and created the village that has become Winnipeg, capital of the Province of Manitoba; a bright city of wide thoroughfares; a centre of industry, agriculture and commerce; a great railway junction in the heart of the Dominion; a city with modern shopping centres, impressive shops, pleasing residential districts, and an abundance of electrical power. We drove to the C.P.R. station and looked with wonder upon the "Countess of Dufferin," the first steam train engine to arrive in Winnipeg. This old locomotive is well preserved. Brought down the Red River by barge in 1877, it formed a milestone; the transformation from "trail" to "rail" in transport.

And then, crossing a road, we looked upon another monument; a cairn marking the site of the first British settlement west of the Great Lakes and the site near which the first wheat in the West was sown in 1812, the founding of the great wheat world of Western Canada.

Winnipeg is the centre of an area so packed with Western history, so liberally endowed with survivals of the pageantry of the past, that it takes many days to cover it all. It is an area crowded with proud links with Britain, and with France, too. In the imposing Legislative building we looked upon the statue of Pierre de la Verendrye, and we visited his monument, in St. Boniface. It stands at the spot where he first saw the meeting of the rivers in 1738. In his quest for the Western Sea he was the first white man to reach the junction of the Assiniboine and Red.

St. Boniface is a French-speaking city, charmingly located near Winnipeg. Whittier wrote of the bells of St. Boniface cathedral in *The Red River Voyageur*:—

*The bells of the Roman Mission  
That call from the turrets twain,  
To the boatman on the river,  
To the hunter on the plain . . .*

From a Winnipeg roadbridge we gazed at the Canadian Pacific Railway's incredible labyrinth of rails, the largest privately owned railway yards in the world. In St.

Boniface we had inspected the largest cattle stockyards in the British Commonwealth. We enjoyed pleasant hours in the spacious parklands of Assiniboine Park, and we watched the massive buffaloes (emblem animal of Manitoba) in the zoo.

On the following day, in the bright freshness of high summer's early morning, we drove west from Winnipeg upon the trans-Canada highway, speeding over an admirable surface through rich wheatlands lying as flat as a billiard table in every direction. The tree-adorned Assiniboine River in playful hide-and-seek came in and out of view. After a fast and exhilarating run straight across a spacious countryside the Austin clocked some sixty miles when we drew up in Portage la Prairie. This is a typical young Western city, steadily growing, centre of a progres-

Portage Avenue, Winnipeg, is wide enough to permit parking end-on to the curb on both sides.







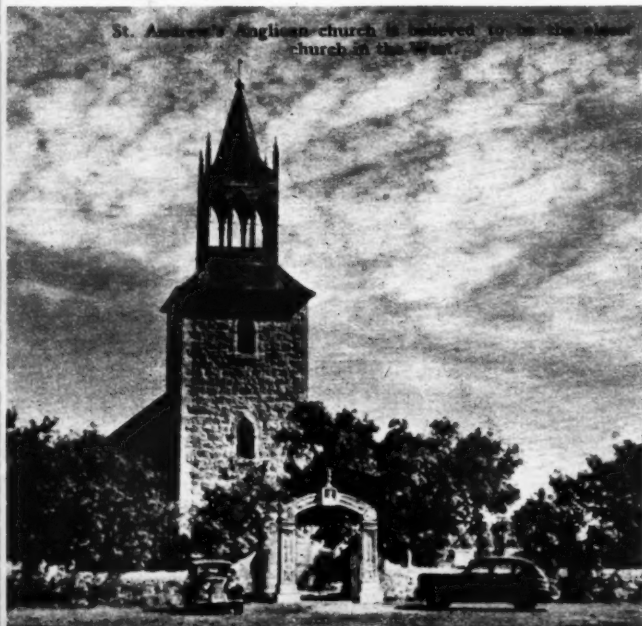
The statue of Pierre de la Verendrye, who reached the West in 1738, outside the Parliamentary buildings in Winnipeg.

## JOURNEY IN THE CANADIAN WEST . . . . . continued

sive farming area. It is one of the earliest settlements in the West. Its history dates back to Pierre de la Verendrye, who established Fort la Reine near the present site of the town. We visited the notable bird sanctuary on the Island Park; a charming nook, with delightful trees. Of all the birds in the haven the most interesting, perhaps, is the Canada Goose, which is generally called the Honker.

The Austin pulled away from Portage and out again upon that fascinating road ever running far into the west. Almost imperceptibly we emerged from the long levels to more rolling country. The highway was straight and the traffic upon it moved fast. From little township to township the Austin passed Bagot, Austin, Melbourne and Carberry. Carberry was the centre of an R.A.F. station during the war. West and south of the town there is a spruce forest reserve covering 225 square miles. Here the forests of the future are in the shaping. From seedlings these fine pines are transplanted, allowed to mature, and, when old enough, are again transplanted to various plantations throughout Manitoba. Including detours we had been running west for some 130 miles and, just before the wheat city of Brandon, the car headed north for Minnedosa. This, and the town of Neepawa to the east (another wartime R.A.F. station) form two charming townships in rich and prosperous agricultural country.

From Minnedosa there is a sudden and prolonged climb. It is a piquant contrast to the long, straight highways of the plains. It curves and twists, drops slightly and rises again, ever upwards towards the Riding Mountains. The countryside is green and fair. It is like Devon, but the distances, of course, are greater. The Austin Twelve had four passengers and their luggage and the gears had to be used in the long, curving climbs. As we moved up and up the air became noticeably cooler and more invigorating. It was late afternoon and there was much traffic on the road. Many of the cars were from the United States. We reached the crest and then, with an abruptness that is one of its charms, the sparkling blue waters of Clear Lake shimmered before us; green lawns stretching down to the beaches; pines and poplar standing high in superb silhouette.



St. Andrew's Anglican church is believed to be the oldest church in the West.

We stayed at Wasagaming, the Clear Lake resort; we played golf on a perfect course, bathed in cool waters, played tennis, and rambled in deep and still woodlands. On a plateau in the Riding Mountains, some two thousand feet above sea level, Clear Lake is the main of several lovely lakes in Riding Mountain National Park. The park covers 1,148 square miles and contains a vast wild game sanctuary. Once it was the hunting ground of Cree and Assiniboine Indians.

Driving over the northern ridge of the mountains, very rugged and very lovely, to the thriving town of Dauphin, we visited Dauphin Lake, and were irresistibly drawn to take a lingering look at Clear Lake again, and so drove back over the same hilly route to Wasagaming, and then started the drive far south to the international boundary between Canada and the United States.

The Austin ran south through Minnedosa to Brandon. We stopped in Brandon, second largest city in Manitoba. It is a wheat city, another of the West's young and vigorous cities, and it is fast growing. The Manitoba Fair is held here; a real old-fashioned fair, and a remarkable one. This is the centre of fine mixed farming and wheat country and one of the features of the fair is the million dollar display of farm machinery. The fair, however, was not being held while we were there and, crossing the Assiniboine River, we headed the Austin south for still another of those pleasing agricultural towns, Boissevain, and on into the colourful Turtle Mountain Forest Reserve.

### International Peace

Following No. 10 highway we ran into an area of lovely wooded parkland, a haven for upland game, ducks and deer, and on to the International Peace Garden on the Canadian-U.S. border. It covers 2,200 acres and has several little gems of lakes. Standing right astride the international boundary there is a cairn built of stones gathered from both sides of the border. A plaque reads:

"To God in His Glory we two nations dedicate this garden and pledge ourselves that as long as men shall live we will not take up arms against one another."

This dedication has been faithfully observed. In this troubled age it is an inspiration and a hope for the future. We drove quietly back to Boissevain and turned east for Killarney—and its lake. We spent a day there, idling by the three-miles-long shore, set in a green and fertile countryside.

It is established that at least four groups of early mound-building Indians lived in south-western Manitoba. They could make pottery and they buried their dead in earthen mounds. We drove on to Pilot Mound. Remains of the mounds of these remote people exist there (but there are better examples farther west at Melita, and one or two other points). This area was the scene of great Indian battles in an earlier day and the last stand of the Sioux was fought near Pilot Mound.

We drove east through lush valleys to Morden, a Canadian Government experimental station spreading over 600 acres of grounds, gardens and fields. Charmingly fashioned in the merging of lawn and trees, the station carries on continuous research in the horticultural and agricultural field for the production of strains that will withstand the climate in winter. There is a fruit belt of 135 acres that includes grapes, plums, cherries, apricots, pears and apples. A large convoy of cars had driven up from the United States and the drivers examined the Austin with great interest. We then ran north, passing vast farm holdings and fields of golden wheat, through Carman and Sperling to Winnipeg, and then went on east to spend two days in the woodland and lakes of the White-shell Reserve and Lake of the Woods. And from this haunt of loveliness and of superb fishing we began the trip back to Winnipeg and the end of the three weeks' journey.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE.

LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD ST., LONDON, S.E.1.

Central London's latest roundabout takes shape at the junction of Shaftesbury Avenue, High Holborn, High Street and Endell Street. White lines mark the area of the temporary island which will be used as a centre for the roundabout. All other islands and obstructions outside the white line will be moved.



## CORRESPONDENCE

### CONVERTIBLES

#### Plea for Low-priced All-weather Model

[62427.]—May I, on behalf of many motorists, appeal to the car manufacturers to devote a considerable part of their attention to the production of a low-priced convertible model?

Our transatlantic friends have for many years catered for this need with considerable skill and imagination and I firmly believe that a well-designed convertible with the option of a power-operated hood would find a tremendous market.

Bournemouth.

DEREK BRIDGE.

### MATTERS OF DISCONTENT

#### The Right Basic Election Spirit?

[62428.]—In looking through some back numbers of *The Autocar* for 1947-48 it was obvious from the Correspondence columns that many of its readers, in common with thousands of other motorists, were agitated over the reduction of the petrol ration and the very unfair change in Road Fund tax, which did not help owners of cars registered before 1947.

Possible sheer exhaustion, old age or loss of memory may account for the diminished reference to these matters in recent issues. However, the General Election is almost at hand and affords every motorist the opportunity of confronting his prospective candidate with this subject.

I cannot believe that all the Boys of the Bulldog Breed have died of heartbreak; or have they since emigrated to Australia?

C. G. ROPE.

Romford, Essex.

### THE MARGINAL CLASS

#### M.p.g. the Criterion of the Minicar

[62429.]—Isn't it rather droll that, with petrol rationed and rising in price, only two cars tested by *The Autocar* last year (January 13, pages 34-35) could show a 40 m.p.g. fuel consumption?

Between the two World Wars British manufacturers made a variety of economy cars. Apart from the immortal Austin Seven I recall the more angular Morris Minor in both overhead camshaft and side valve forms, the Singer Junior (which also possessed an "upstairs" camshaft), the Triumph Super Seven

with three-bearing crankshaft and hydraulic four-wheel brakes, the cheeky Swift Cadet, and the later M.G. Midget and Vale Special sports cars. These were true economy cars, with engines not exceeding 850 c.c.

The popularity of the Austin Seven of any vintage from 1927 to 1937 on our roads today emphasizes better than mere words the need that prevails for economy transport. The Austin Seven gives anything from 38 to 50 m.p.g., depending on those divers factors that affect fuel consumption and whether Bertie Blood or Aunt Agatha is driving. It has an adequate performance on 747 c.c. and so has the baby Fiat on 570 c.c. Consequently, it is depressing to find that the two least expensive British cars made today are both of over 900 c.c. and do not habitually better forty miles on a gallon of petrol.

It is to be expected that engineering progress should enable similar performance to be obtained in 1950 from 650 c.c. as was obtained in 1935 from 850 c.c. In France this is capitalized by Panhard and Renault.

I agree entirely with M. A. McEvoy ("The Case for the Minicar," January 6) that 40 b.h.p. per ton gives adequate performance in this class, but I think the present-day buyer will demand four seats, luggage space and spare wheel all under cover. If such a car can be made cheaply and if it is able to do a regular 50 m.p.g. and 140 miles on three gallons when on its way to Silverstone in five years time (i.e., when somewhat second-hand) driven by the aforesaid Mr. B. Blood, then there is the rosy prospect for its sponsors that your contributor depicts.

W. B.

Fleet, Hampshire.

#### "Performance Selfishness" Depreciated

[62430.]—The remarks of Mr. C. Kirby [62399] are typical of the selfish and impatient attitude so prevalent among a large section of the motoring community, especially the "heavy brigade."

Presumably Mr. Kirby is of the opinion that those who are not able to afford reasonably powered cars should forgo the pleasure of motoring so that others more fortunate may go on their impatient way.

I suggest that Mr. Kirby develops a little more consideration for other people's needs, besides his own. A. J. MILES.  
London, E.6.

## CORRESPONDENCE

continued

## Why Not Resurrect the Model T?

[62431.]—With reference to the article in the January 6 issue, why so much stress on the minicar? It is agreed that if and when a small car is produced for the home market it must be austere, but I do not see the need for it to be in the minicar class. The modern small car has become too elaborate; it emulates the large and powerful saloon, and has gone beyond the reach of the ordinary man's pocket. Why not produce another Ford T, in practically the same shape as the old model? That was a good car, cheap to buy, cheap to run and maintain.

H. YOUNG.

London, W.11.

[Great advantage of the minicar size is petrol consumption, which could be as low as 75 m.p.g.—Ed.]

## BELISHA CROSSINGS

Back to the Status Quo ante Belisha?

[62432.]—Mr. Justice Humphreys seems to have clarified the position by the commonsense judgment and interpretation of the law which he gave (page 65, January 20).

After all the fuss there has been, it seems to me that this judgment puts us exactly where we were donkey's years ago before Belisha Beacons and controls were either seen or thought of.

In effect, drive with reasonable care and common sense.  
Bradford.

FELIX SCRIVEN.

## H.F. INTERFERENCE

Importance of Fitting Suppressors

[62433.]—It is the experience of the writer that very little is being or has been done by the motor trade to bring the matter of radio interference home to the motoring public (or the commercial road user) and the manufacturer of radio equipment has had to take what action he can to suppress the interference to his equipment from cars. Surely, sir, this is the wrong way to deal with an ever-growing problem.

A step in the right direction would surely be to make the motorist conscious of the position. Interference suppressors are quite cheap and easy to fit to most petrol engines and do not, I believe, produce any noticeable effect on the engine performance.

I. G. BENBOUGH, A.M.I.E.E.

Reading.

[The *Autocar* has many times stressed the problem, and staff cars are fitted with suppressors.—Ed.]

## SPORTING FEATURES

T.O.S.C. Has Not Been "Killed"

[62434.]—I note with much pleasure the start of a new series of articles on competition cars, but I sincerely hope that this does not mean that you will cease "Talking of Sports Cars." This series of articles has been a great help to me and to many of my friends, for we belong to that band of impecunious enthusiasts who attempt to supplement lack of funds by hard work and ingenuity.

May I thank you for adding to the pleasures of Friday and the weekend each week with the fine reading of your excellent journal?

J. H. ELFORD-GULLEY.

Thundersley, Essex.

[T.O.S.C. will continue to be published from time to time.—Ed.]

## AMERICAN VINTAGE

1919 Model T Still in Service

[62435.]—Your journal appears to take an interest in vintage cars. Accordingly, I should like to introduce you to a remarkable late 1919 Model T Ford. The owner of the car, Mr. A. C. Armstrong, of Bathurst, Cape Province, has owned it since 1925, and writes: "I am still using my car daily, and I am quite confident that I will be doing so for a considerable time yet." In thirty years of service this machine has been decarbonized only twice, and still runs on the original rings. Petrol consumption is in the region of 25 m.p.g. Oil has to be changed by reckoning, as the car is not equipped with dipstick, oil pressure gauge, or speedometer. Since it passed into Mr. Armstrong's hands, three new hoods have been fitted and the car has twice been repainted. As the photograph shows, visibility and headroom are remarkable.

The only trouble which Mr. Armstrong has with his car is in connection with tyres. The car takes 30x3½in oversize beaded edge tyres, which are practically unobtainable. If any



A 1919 Model T Ford which is still in service (see letter 62435).

of your readers can give advice regarding tyres or wheels\*, he will very much appreciate it.

Apart from the tyre problem the car gives no trouble, although it has served nearly all its life on bad roads.

In conclusion, may I thank you very heartily for your excellent journal, and hope that I shall be able to continue to look forward to it every week for many years to come.

Germiston, Transvaal, S.A.

P. V. FORD.

[\* Letters will be forwarded.—Ed.]

## ROAD TESTS

Appreciation of the Annual Review

[62436.]—To me, as a very modest motorist, the reviews and tests of modern cars have little practical application, but, nevertheless, the articles do form the basis for some contemplation. Those of us who prefer a more settled and orderly existence with a probable (or should I say problematical?) attempt to distribute fairly certain essential and non-essential commodities, should, supposedly, also remember the continuous struggle by others against routine stagnation and the material expression of mental versatility which results.

Evidence of the latter seems to be shown in the adapting of existing standard engines and accessories to various types of chassis and shell. Since it seems we cannot have a greater circulation of new cars in this country for testing by critical humans in the only way cars can be tested completely, we are urged to compromise instinctively and often assume the role of the "Doubting Thomas" when others have tried our particular pet model.

The real purpose of this letter, however, is to compliment H. S. Linfield on his extremely thoughtful, tactful and interesting article, "One Year of Cars" (January 13). I only hope that he may have greater opportunity of presenting his views "before" and not "after" a car is made.

S. PARKIN.

Sutton-on-Sea, Lincolnshire.

## NEW CAR DELIVERY

Overtaken at 50 m.p.h.

[62437.]—I can endorse all that the writer of the letter [62374] says.

A friend and I were travelling down to the Motor Show and joined A5 near Daventry. When traffic conditions caused us to slow from our 50 m.p.h. cruising speed we were immediately overtaken by a swarm of brand-new open small cars from a well-known Midlands factory, and we became involved in the great "Delivery Race."

When eventually we did leave them behind we had stepped our own speed up to the upper sixties.

Poor overseas customer!

J. G. E. SALMON.

Loughborough, Leicestershire.

## Depressing Results of a Complaint

[62438.]—Mr. Dickinson's letter [62374] prompts me to write of a recent experience of mine. Approaching High Wycombe from the Oxford side in my car, with friends, at 70 m.p.h. we were overtaken by a large export car, labelled accordingly. By good luck we came across the car shortly afterwards outside a café in High Wycombe. One of my incensed passengers and I entered the café, where we found two drivers,



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## CORRESPONDENCE

continued

but although challenged as being responsible, they denied this. The heat from the engine was terrific as we passed it when returning to my car.

The following day I telegraphed the manufacturer at Coventry, suggesting that export of such a car could result only in damage to their reputation. This was confirmed by letter.

Several weeks later I received a reply from the sales manager in nonchalant terms pointing out that this sort of thing was a result of the human element and had to be borne!

Northwood, Middlesex.

W. H. HUMPHREY.

## Bad Habits the Result of Contract Deliveries?

[62439].—Mr. D. G. Dickinson [62374] is, of course, perfectly correct in his complaint.

The manufacturers have got to tackle this problem thoroughly, once and for all; it is useless exhorting new car purchasers, who have probably waited three years or so for a car, carefully to run-in their vehicles when these have already been driven unmercifully.

I suggest that a great deal of the trouble is caused by the policy of manufacturers in engaging other firms to collect and deliver new cars on a contract basis.

Brookmans Park, Hertfordshire.

L. G. JENNINGS.

## THE B.R.M.

## Why Wait to Send Subscriptions?

[62440].—With reference to letters [62392] and [62393] we sent a letter to B.R.M., together with a cheque, half of which was collected from our workshop staff, and the other half subscribed by our firm. We who have British prestige at heart, particularly in the field of motoring, have felt that we could help, without a fancy badge or members' card. An appeal was printed in *The Autocar* of December 16, 1949, and the name and address were given to which money could be sent. So what are those anxious to help waiting for?

Taunton, Somerset. W. A. ALBROW, Works Foreman,  
Marshalsea Bros, Ltd.

## STEAM CARS

## Suggestion for a Two-cylinder

[62441].—I have read with much interest Mr. F. Gallimore's letter [62379], and I wonder what could be done to put on the market a simple vehicle with flash boiler at 600-800 lb, driving a two-cylinder piston valve engine which would operate any normal car back axle by a short, silent chain drive, suitably reduced, in place of the normal crown wheel and pinion.

If the boiler were fired by T.V.O., which is cheap and unrationed, surely it would pay a small firm to build, say, two prototypes modernizing what Gardner-Serpollet, White and Stanley so ably demonstrated more than 20 years ago.

I should value readers' comments.

H. E. THOMAS, M.I.Mech.E.

Crick, Northamptonshire.

## CITROEN SIX

## Confirmation of a Road Test

[62442].—I am since many years a reader of *The Autocar*, particularly interested in your Road Tests. Of course, I never had any doubt about the sincerity of your reports, but was particularly glad, as being the happy owner of a Citroen Six, to have my confidence perfectly confirmed by reading your issue of December 30.

Your Road Test report of that car is in perfect coincidence with my own opinion, especially your phrase "... the more difficult the route, the more striking being the improvement."

For three years I have performed the journey Marseilles-Grenoble and back over the "Route des Alpes d'Hiver" (Col de la Croix Haute) two or three times each summer. In the first two years I used a car of, say, a good non-European make, and in the last summer the Citroen. I had noticed few differences in average speeds on easy light roads, but the impression quite changed on that route. This road is not very steep, but except for ten miles near Grenoble, continually cornering, including many hairpins.

From Grenoble to the Col de la Croix Haute (43 miles). I gained not less than 15 minutes (1 hour 5 minutes instead of 1 hour 20 minutes), driving not hard at all and taking no

risks, the difference being evidently owed to the high speed second gear and perfect steering safety and accuracy in corners of the Citroen.

F. LOUIS.

Marseilles.

## FIRING ORDERS

## Complaint from a Misread Marque

[62443].—My attention has been drawn by my owner (who has shown a most flattering appreciation of the *marque* Alfa-Romeo for some years past, and also a partiality to the articles of Dennis May as an appetiser before Friday breakfasts, providing as they do such a welcome contrast to the strange rantings of your fish-and-chip-conscious Government (reported in your dailies) to an informative article concerning a younger relative of mine, namely Mr. Guy Templar's Mille Miglia Alfa ("T.O.S.C." January 13).

I read with mortification, however, the surprising statement that the labels attached to our *coperchio sugli elberi distribuzione* (camshaft covers to you, Sir) enumerate a completely pie-eyed firing order—a statement followed by a questionable jest, worthy only of our politicians, aimed at our inherent stability bred from a long line of clean-running ancestors.

Has Mr. May never heard of the Continental practice of stating the order in which each consecutive cylinder fires, when viewed from front to rear of the engine, as distinct from the British insistence upon tabulating merely the firing order?

Our labels state 1st, 3rd, 6th, etc.—and mean it. I can only hope that Mr. May did not attempt to connect up DLH 304's plug leads as he thought correct—Ing. Jano would be upset.

I am more than gratified to see that nice Mr. Ascari doing so well. My grandmother used to speak so highly of his father, Clymping, Sussex.

MILLE MIGLIA ALFA FLC 820.

## CONTINENTAL CHALLENGE

## Advice to Intending Challengers

[62444].—Your report (*The Autocar*, January 6) that a Mr. Luis de Ortuzar has offered a prize of £1,000 to anyone who can beat his time of 8 hours 23 minutes, made in a Jaguar from Paris to Biarritz, has resulted in a number of letters reaching us asking for further information.

We should be glad if you would make it known that we have no direct knowledge of Mr. de Ortuzar's challenge, which was issued (if he was correctly reported) in the course of an interview given by him to a reporter of *Le Journal de Biarritz*. In publishing its account of the interview, the newspaper did not refer to any terms or conditions which may have been made by Mr. de Ortuzar, apart from the stipulation that his challenge referred to "ordinary touring cars made in 1949 or earlier." At the conclusion of its article the paper added: "Our newspaper (*Le Journal de Biarritz*) is ready to organize and control a trial of this kind if any candidates come forward."

In these circumstances, we would suggest that anyone interested in taking up Mr. de Ortuzar's challenge should write direct to the Editor of *Le Journal de Biarritz*. E. W. RANKIN,  
Coventry. Public Relations Officer, Jaguar Cars, Ltd.



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Here is the British National Calendar of Sporting Events for the period January to June 30, 1950; appended also are the principal 1950 international events of interest to British readers.

January				May			
29	M.G. C.C. (Scottish Centre)	Driving tests	Scotland	CI	4-14	Turin Motor Show.	
4-5	Bugatti O.C.	Night Trial	Guildford	C	6	B.A.R.C.	Race Meeting
5	Hagley and D.L.C.C.	Clee Hill Trial	Bridgnorth	C	6	Darlington and D.M.C.	Race Meeting
5	Kentish Border C.C.	Best Cup Trial	Kent	C	6	Scottish S.C.C.	"1921" Trial
5	Herts County A. and A.C.	Spring Trial	Chilterns	CI	7	Cheltenham M.C.	Trial
10	Scottish S.C.C.	Rally	—	C	7	Hartlepool and D.M.C.	Sporting Car Trial
11	Bristol M.C. and L.C.C.	Full Moon Cup Trial	Mandips	C	7	Leicestershire C.C.	Sturgess Trophy Trial
11-12	Sestriere Rally, Italy.				7	Riley M.C. (N.W. Centre)	Driving Tests
12	W. Hants and Dorset C.C.	Hartwell Cup Trial	—	C	7	Lothian C.C.	Team Trial
12	Maidstone and Mid-Kent M.C.	Tyrwhitt-Drake Cup Trial	Kent	C	7	Aberdeen and D.M.C.	Williamson Trial
12	M.G. Car Club (S.E. Centre)	Trial	Chilterns	CI	10	Maidstone and Mid-Kent M.C.	Speed Trial
12	Lancashire and Cheshire C.C.	Trial	Macclesfield	C	10	Shenstone and D.M.C.	Evening Trial
18	Ulster A.C.	Trial	N. Ireland	C	13	Royal Automobile Club	Grand Prix d'Europe
18	Riley M.C. (London Centre)	Chilterns Rally	Chilterns	C	13	Aberdeen and D.M.C.	Night Trial
19	Cemian M.C.	Kent Cup Trial	N. Kent	C	14	A.C. Owners Club	Team Trial
19	Lothian C.C.	Half-Day Trial	Scotland	C	14	Rochdale and D.M.C.	Main Road Trial
19	Sheffield & Hallamshire M.C.	Harrison Trophy Trial	Derbyshire	C	14	Lancashire and Cheshire C.C.	Test Trial
19	Southsea M.C.	President's Trophy Trial	Hants	CI	14-21	Herts County A. and A.C.	Speed Trial
26	Vintage S.C.C.	Bisley Rally and Trial	Bisley	CI	14-21	Vienna Motor Show.	
26	Peterborough M.C.	Navigation Trial	Peterborough	C	20	Bugatti O.C.	Hill-climb
26	N. Midland M.C.	Kitching Trophy Trial	Derbyshire	CI	20	Westmorland M.C.	Speed Trial
26	N. London Enthusiasts C.C.	Jacobson Trophy Trial	Ware, Herts	CI	20	Bristol M.C. and L.C.C.	Poole Trophy Trial
26	Tunbridge Wells M.C.	President's Cup Trial	Kent	C	20-21	Yorkshire S.C.C.	Rally
3	Scottish S.C.C.	Rally	—	C	20-21	Harrow C.C.	Rally
4-5	Lagonda C.C.	Night Trial	Chilterns	CI	20-21	Sunbeam-Talbot O.C.	Week-end Rally
5	Hants and Berks M.C.	Blackwater Trial	Hants	C	20-21	M.G. C.C. (Scottish Centre)	
5	Harrow C.C.	Moat Trophy Trial	—	C	21	Monaco Grand Prix, Monaco.	
5	West of England M.C.	Spring Cup Trial	S. Devon	CI	21	B.A.R.C.	Race Meeting
5	Shenstone and D.M.C.	Shenstone Cup Trial	S. Staffs	C	21	Liverpool M.C.	Speed Trial
5	Chiltern C.C.	Committee Cup Trial	Wendover	C	27	W. Essex C.C.	Speed Trial
11	Sunbeam	Colmore Trophy	Cotswolds	C	27	M.C.C.	Edinburgh Trial
11-12	Maidstone and Mid-Kent M.C.	Night Trial	Kent	C	27	M.G. Car Club (N.E. Centre)	Trial
12	Leicestershire C.C.	Browett Trophy Trial	Leics.	C	27	Ulster Trophy Race, N. Ireland.	
12	Lancaster M.C.	Guildford Handicap and Driving Tests	Guildford	CI	28	N.W. London M.C.	Lawrence Cup Trial
12	Plymouth M.C.	Anon Challenge Trophy Trial	Devon	C	28	Falkirk and D.M.C.	Cadgers Trophy Trial
12	Lancashire and Cheshire M.C.	Northv. South Challenge	Derbyshire	R	28	Veteran Car Club	Rally and Trial
16-26	Geneva Motor Show.				29	W. Hants and Dorset C.C.	Race Meeting
18	Bristol M.C. and L.C.C.	Sporting Trial	S. Glos.	C	30	Indianapolis 500 Miles Race, U.S.A.	
18	N.W. London M.C.	Coventry Cup Trial	Hindhead	C	3	Sunbeam-Talbot O.C.	Scottish Rally
18	Gosport A.C.	Sporting Trial	Gosport	C	3	Swiss Grand Prix, Switzerland.	
18-19	M.G. C.C. (Midland Centre)	Welsh Rally	N. Wales	C	4	Hagley and D.L.C.C.	Sporting Half-Day Trial
18-19	Yorkshire S.C.C.	4/44 Trophy Trial	Blubberhouses	CI	4	Aston Martin O.C.	Rally
19	Kentish Border C.C.	J. B. Taylor Cup Trial	Kent	C	4	Civil Service Motoring Association.	Dunlop Trophy Com. petition.
19	Brighton and Hove M.C.	Spring Cup Trial	Sussex	C	4	Lancia M.C.	Trial
19	Cambridge U. A.C.	Speed Trial	Bedwell Hey	CI	4	Chiltern C.C.	Touring Rally
25	M.G. C.C. (Scottish Centre)	Trial	Scotland	C	4	Lancashire and Cheshire C.C.	Scott Trophy Trial
25	A.C. Owners Club	Night Trial	Salop	CI	4	Riley M.C.	24-Hour Trial
26	Bugatti O.C.	Northern Trial	N. Wales	C	4	Plymouth M.C.	Allen Trophy Rally
26	M.G. Car Club (N.W. Centre)	Cockshott Trial	Sussex	CI	4	Aberdeen and D.M.C.	Trial
26	Horsham and D.M.C.	Spring Cup Trial	—	C	4	Peterborough M.C.	Speed Trial
1	Bentley D.C.	Eastbourne Rally	Eastbourne	CI	10	Bentley D.C.	Speed Trial
1	M.G. Car Club (S.W. Centre)	Driving Tests	—	C	10	Midland A.C.	Hill-climb
1	N. Midlands M.C.	Speed Trial	Chatsworth	C	10	Maidstone and Mid-Kent M.C.	Race Meeting
1-2	W. Hants and Dorset C.C.	Graham Cup Trial	N. Worcs.	C	10-11	Lancashire A.C.	Blackpool Rally
2	Hagley and District L.C.C.	Hagley-Ludlow Rally	N. Aldershot	C	11	Southsea M.C.	Cannon Cup Rally
2	Hants and Berks M.C.	Aldershot Trial	Devon	C	11	Cambridge U. A.C.	Speed Trial
2	Plymouth M.C.	Manor Trophy Trial	Lobersdale	C	11	Bugatti O.C.	Hill-climb
2	Yorkshire S.C.C.	White Rose Trial	—	C	14	Ulster A.C.	Trial
2	Taunton M.C.	Trial	Exeter	C	15	B.A.R.C.	Race Meeting
2	Sunbeam-Talbot O.C.	Yorkshire Trial	—	R	17	Scottish M.R.C.	Speed Trial
2	W. of England M.C.	Trial	Devon	C	17	Brighton and Hove M.C.	Brighton-Beer Trial
8	M.C.C.	Lands End Trial	Biggleswade	C	17	Veteran Car Club	Rally and Trial
8	Veteran Car Club	Hill-climb	Lydney	C	18	Belgian Grand Prix, Belgium.	
8	Tenby M.C.	Highland Three Days Trial	Pertshire	N	18	Falcon M.C.	Driving Tests
8-10	Scottish S.C.C.	Circuit of Ireland Trial	N. Ireland	N	18	Sheffield and Hallamshire	Hallamshire Team Rally
8-11	Ulster A.C.	Opening Run	Scotland	C	18	Rochdale and D.M.C.	18 Hour Trial
9	Aberdeen and D. M.C.	Bacon Trophy Trial	Leicestershire	C	22	Sunbeam	Evening Trial
9	Leicestershire C.C.	Race Meeting	Goodwood	I	22	Scottish S.C.C.	Hill-climb
10	B.A.R.C.	Race Meeting	Trenwainton	C	24	Vintage S.C.C.	Race Meeting
10	W. Cornwall M.C.	Race Meeting	—	C	24	Chester M.C.	Speed Trial
15	Bristol M.C. and L.C.C.	Race Meeting	St. Andrews	CI	24-25	Le Mans 24-Hour Race, France.	
15	Lothian C.C.	Sand Races	—	C	24-25	Midland A.C.	Welsh Rally
15	Vintage S.C.C.	Trial	—	C	24-25	Maidstone and Mid-Kent M.C.	Rally
15-23	New York Show of British Cars.				25	500 Club	Race Meeting
16	Chester M.C.	Trial	Scotland	CI	25	Yorkshire S.C.C.	Standard Car Trial
16	Aberdeen and D.M.C.	Trial	—	C	25	M.G. Car Club (N.W. Centre)	Summer Rally
16	500 Club	Race Meeting	—	C	25	Lagonda C.C.	Rally
16-22	Tulip Rally, Holland.				30-30.5	Veteran Car Club	Rally to France
20-30	Amsterdam Motor Show.						
20	Peterborough M.C.	Spring Evening Trial	Peterborough	C			
22	Mid-Surrey A.C.	Grand Cup Trial	—	C			
22-23	Sunbeam-Talbot O.C.	Spring Rally	Blackpool	C			
23	Millie Miglia, Italy.						
23	Bugatti O.C.	Prescott Rally	Prescott	C			
23	Lanc. hire and Cheshire C.C.	Derbyshire Trial	Derbyshire	C			
23	Cemian M.C.	Chilterns Cup Trial	Chilterns	C			
23	Pathfinders and Derbyshire M.C.	Trial	Derbyshire	C			
23	Southsea M.C.	Inter-Club Team Trial	Hants	R			
23	Herts County A. and A.C.	Trial	—	C			
23	Taunton M.C.	Trial	—	C			
23	N. London Enthusiasts C.C.	Rally	—	C			
23	Falkirk and District M.C.	Race Meeting	Scotland	C			
29	Vintage S.C.C.	Race Meeting	Silverstone	C			
29	Scottish M.R.C.	Race Meeting	Grangemouth	C			
29	Kentish Border C.C.	Driving Tests	Kent	C			
29	Gosport A.C.	Speed Trial	Gosport	C			
30	Rhyl and D.M.C.	Car Trial	N. Wales	C			
30	Sunbeam-Talbot O.C.	Cotswold Trial	Cotswolds	C			
30	Sheffield & Hallamshire M.C.	Main Road Trial	—	C			

I—International; N—National; CI—Closed Invitation; C—Closed; R—Restricted; I<sup>a</sup>—International Formula III.

## PRINCIPAL INTERNATIONAL EVENTS, JULY—DECEMBER 1950.

July		September	
2	Grand Prix of the A.C.F. (French Grand Prix).	3	Italian Grand Prix, Monza.
8-9	Spa 24-Hour Race, Belgium.	16	R.A.C. Tourist Trophy Race, Great Britain.
12-21	International Alpine Trial, France.	22-30	London Commercial Vehicle Exhibition.
13	Jersey Race Meeting.	24	Czechoslovakian Grand Prix.
23	Dutch Grand Prix, Holland.		
August		October	
20	German Grand Prix.	5-15	Paris Motor Show.
26	B.R.D.C. Silverstone.	18-28	London Motor Show.



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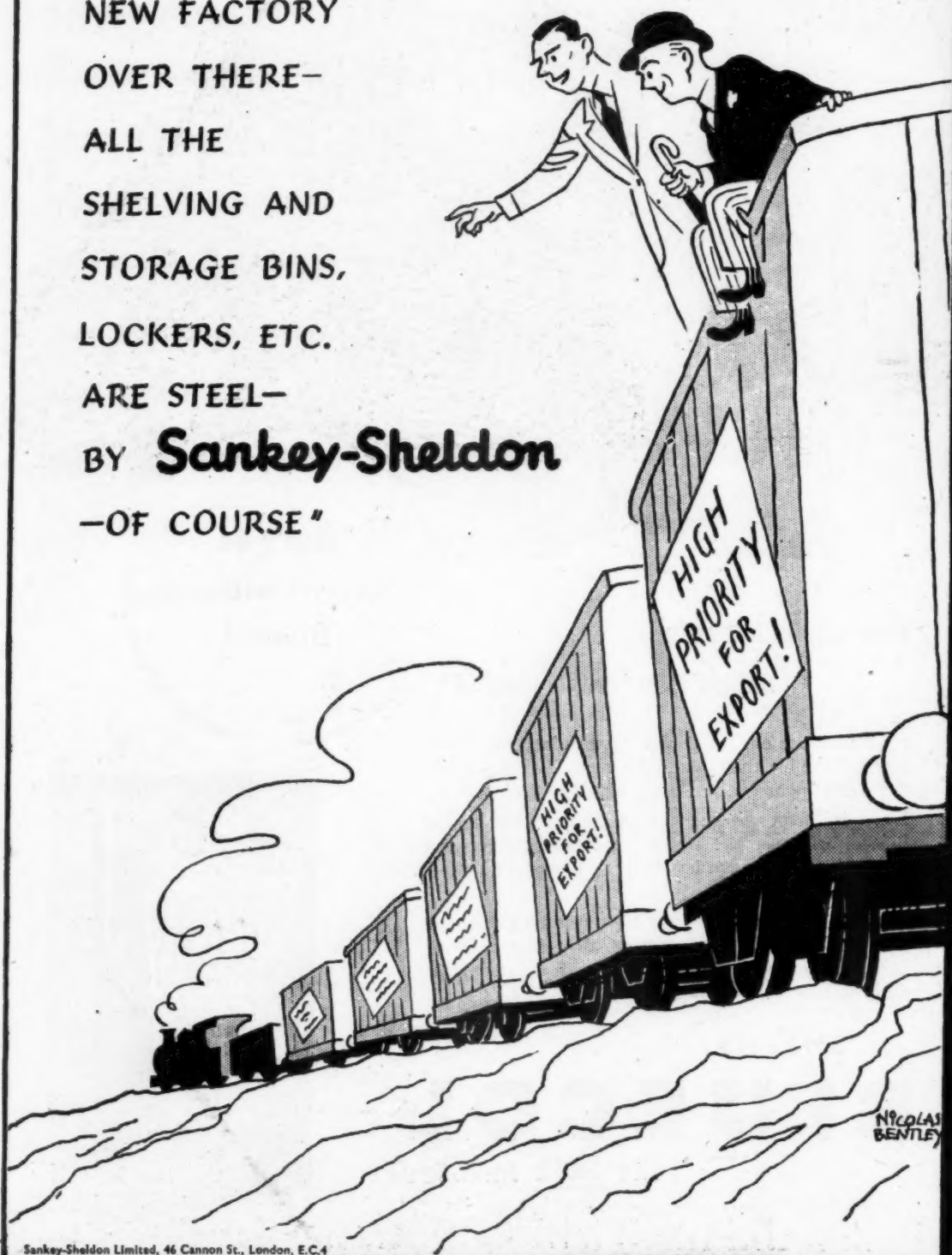
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LOCKERS, ETC.  
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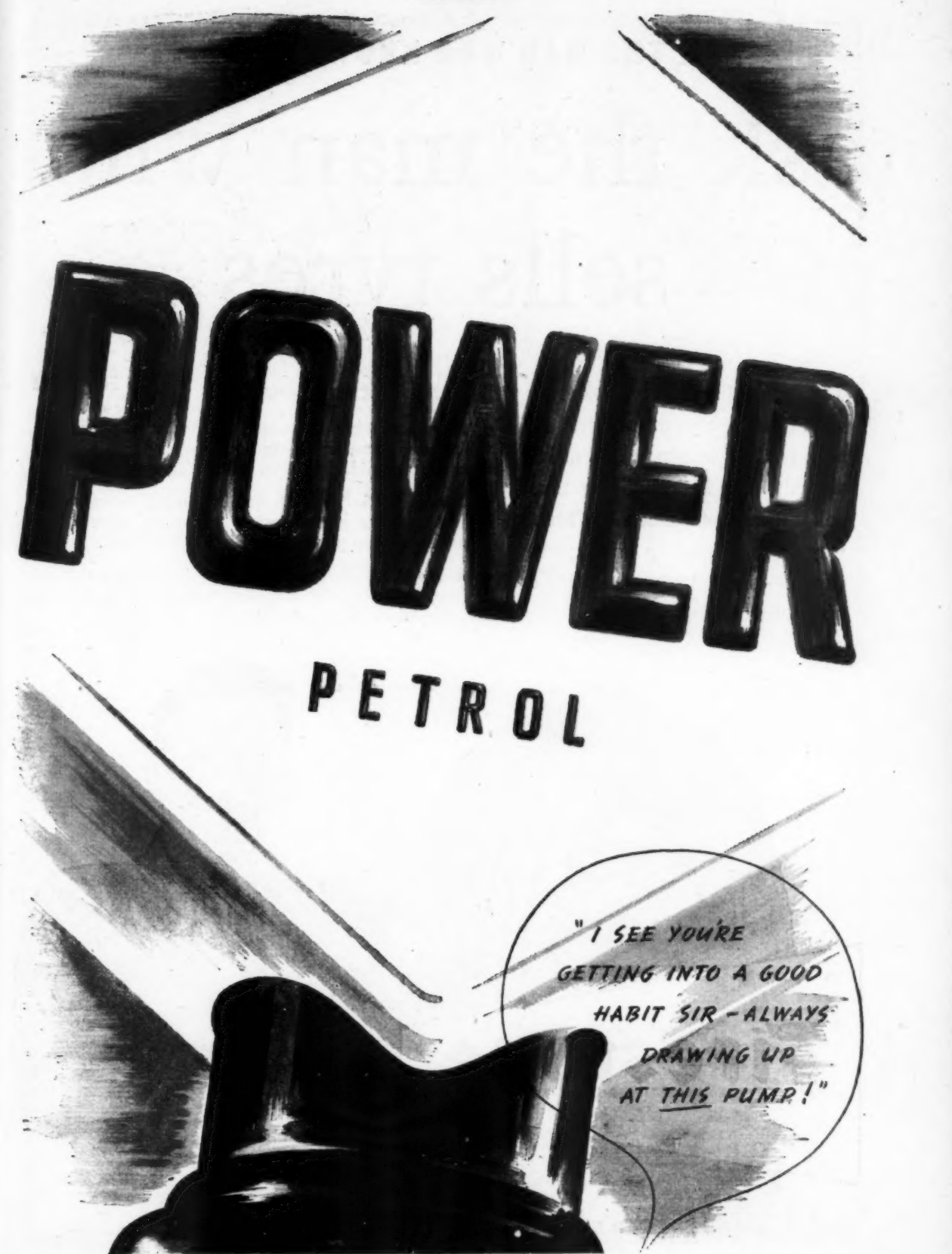


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★ **Sidewall Strength** is ensured by skilled construction and compounding which enables the tyre to stand maximum flexing and to resist the effect of sunlight.



# ACCESSORIES

## Tyre Inflation on the Move

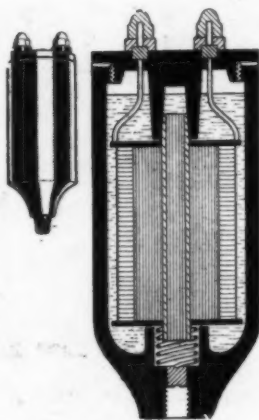
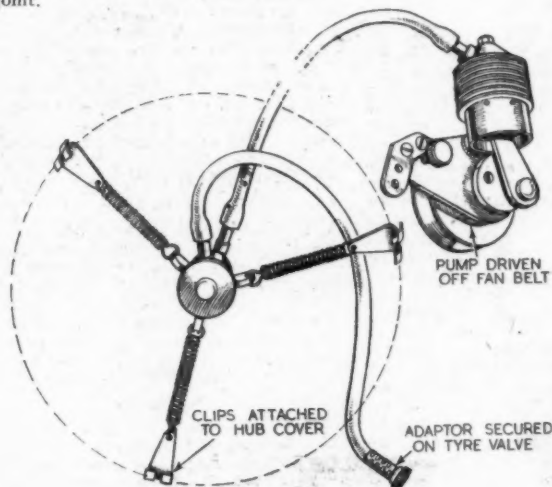
**A**N engine-driven tyre pump with special connections which enable a tyre to be pumped while the car is on the move, thus providing a "get-you-home" means when a tyre is punctured is soon to be introduced by the Overseas Engineering Co., Ltd., 200, Bishopsgate, London, E.C.2. It will be called the Mopal Compressor Kit.

The hose connection to the tyre valve is ingenious. From the pump, a line leads to a joint box, which is secured to the centre of the hub plate by three spring straps with claw ends hooking on to the edges of the plate. The outer part of the box, carrying the line to the engine, does not revolve, but the inner part, with the line carrying the air onwards to the tyre valve, revolves with the wheel. Between rotating and non-rotating parts are a ball bearing and a seal to retain the air pressure, the whole being grease packed. There does not seem to be any danger of grease reaching the tyre, for any air leakage past the seal would blow grease to the outer air rather than bring it into the air feed line.

The compressor is designed to be mounted on a swivel attached to the front studs of the cylinder head. When it is moved over into the "action" position it brings its driving pulley into contact with the fan belt. The prototype pump inspected was nicely made and well designed. In use it did not get excessively hot, and gave a good delivery of air, sufficient for the purpose of keeping a reasonable puncture, such as is caused by a small nail, at bay until a garage could be reached. It was also found capable of operating a small spray gun. A tyre of medium-car size is inflated in about two minutes; it would therefore be a rather long job reinflating four big trials car tyres after they had been let down for a hill.

A blow-off valve in the compressor operates when correct pressure is reached and is adjustable for different pressures.

The price is expected to be about £4 for the pump kit and £1 for the rotating air joint.



The Hi-Volt coil sectioned in order to show the immersion in oil of the leads and windings.

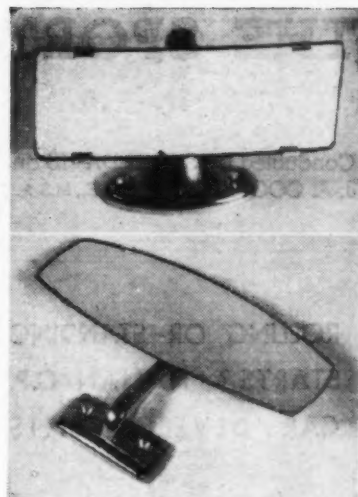
## High Output Coil

**A** HIGH-VOLTAGE ignition coil is being made by Automobile Electrical Spares. Housed in a moulded container, it is of the oil-immersed type, every part at high potential being fully surrounded by the oil, while the internal insulation (two layers of varnished paper between the layers of wire in the windings) is of a good standard. The internal assembly is firmly held by a clamping spring.

The Hi-Volt coil has an output of 25-30,000 volts, considerably higher than that of a standard coil. Its construction is such as to ensure reliable handling of this output and to prevent overheating. Obviously, the high output is of considerable value in starting on cold mornings, and makes possible the consideration of weaker mixtures for economy.

The Hi-Volt coil is made in 6- and 12-volt versions and has a universal bracket to enable it to replace the standard coil on any car. It costs £2 19s 6d, and is distributed by P. M. G. Thorpe, Ltd., Springfield, Yeading, Yorkshire.

The pump and the hub disc attachment of the Mopal device. Not shown is the clamp by means of which the air line from pump to joint box is secured to the wing edge or other convenient point.



Wingard mirrors: two well-made examples from a wide range—the 692C and the 697C.

## Seeing Behind

**M**IRRORS in great variety are made by the accessory firm of Wingard (M.A.), Ltd., Kingsham Road, Chichester, Sussex. Two models from the range are illustrated. They are the 692C and 697C, both with convex glasses; the reference letter C stands for chromium plating (A indicates a black crackle finish and B silver grey).

The smaller example, 692C, is the horizontal fitting bijou model, price 11s 4d, and the larger is the 697C, with vertical fitting bracket, costing 15s 8d. Alternative models with flat glass are available, and in this connection it may be recalled that a contributor to *The Autocar* has recently commented upon the reduction in dazzle from behind effected by using a convex mirror in a car lacking a rear blind.

## Protective Coating

**M**ADE by Durex Abrasives, Ltd. Underseal is a rubber coating, supplied in liquid form, which can be sprayed on the vulnerable parts of the underside of a car, or under the mudguards. Apart from its protective qualities, it has a considerable sound deadening effect. Maker's tests showed that a coating of  $\frac{1}{4}$  in gave protection against thirty blasts by a sandblasting gun, which, it is claimed, would correspond to hard conditions on the road. The increase in weight resulting from full treatment is 28-30 lb.

Underseal is supplied in drums, at a list price of 13s per gallon; the drums are of 40 gallons capacity, and discount is offered for orders of over one drum. Application requires the services of a garage with the necessary spraying equipment. It is necessary to raise the car and remove the wheels, and the areas to be treated must be de-greased. The treatment is recommended for the inside of the bonnet, the floorboards, underside of the floorboards, wings and the outside of the petrol tank.

Full details of application may be obtained from Durex Abrasives, Ltd., Arden Road, Adderley Park, Birmingham, 8.



# THE SPORT

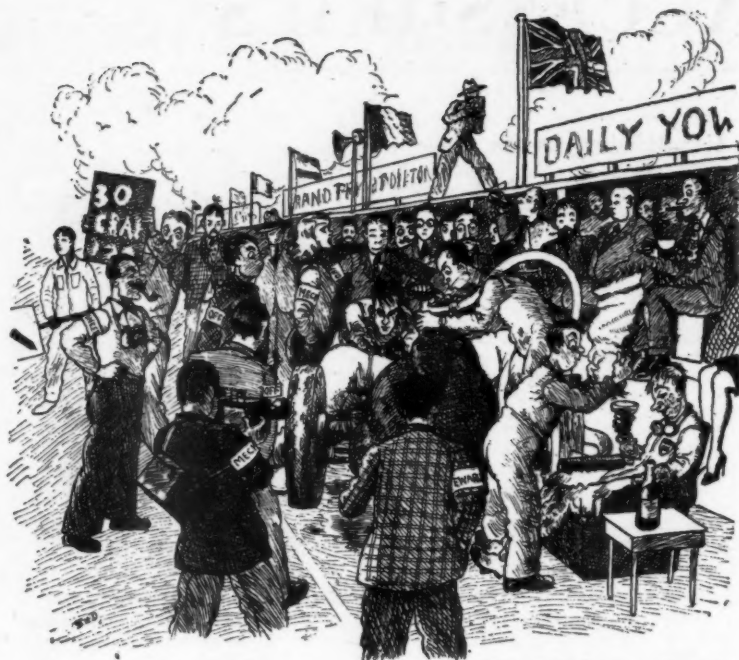
Conducted by S. C. H. DAVIS and  
J. A. COOPER, A.M.I. Mech.E., M.S.A.E.

## ROLLING OR STANDING STARTS? ITALIAN G.P. CAR DEVELOPMENTS

**A**N interesting point is cropping up in connection with the new Formula 3. The regulations for the races run under this formula, drawn up by the F.I.A., include the proviso that all such races must have a rolling start (such as, for instance, that used in the Indianapolis 500 Miles Race), with the object, of course, of minimizing the risk of one or more of the competitors stalling their engines in the middle of the pack. With the widespread use of single-cylinder motor cycle engines there is undoubtedly a tendency for this to occur, as those who have watched the Silverstone 500 c.c. races will know. Therefore, this appears to be a fair and reasonable stipulation: but here is the rub. At the annual general meeting of the 500 Club, which was held on January 14, a practically unanimous resolution was passed condemning rolling starts, and expressing the fervent hope that the R.A.C. would approach the F.I.A. in an endeavour to get this regulation rescinded—and most of those present were active competitors in this form of racing, including such respected personalities as Colin Strang, Stirling Moss, Spike Rhiando and Eric Brandon.

Now, why this wide divergence of opinion? It is obvious that, in spite of the theoretical disadvantages of the standing start, most of our present contestants for honours in this class prefer it—and yet the law has been laid down in the reverse direction. This is surely something which should be very thoroughly investigated and thrashed out now, before the season gets going in earnest.

**N**EWs continues to filter through about the preparations that are being made in various Continental countries for this season's racing. Ferrari will, of course, use the long chassis two-stage-blown twin o.h.c. 1½-litre for Formula 1 events, and the existing single o.h.c. 2-litre for Formula 2. For sports car racing, however, they have not only the existing 2-litre model, but also pro-



The racing scene: pit work.

pose to build a 2-litre six-cylinder with apparently the possibility of utilizing the same components to produce a 3.9-litre V12, which should be a very exciting vehicle indeed.

Incidentally, it seems that the 2-litre engine which is installed in the latest G.P. chassis for the South American series of races has single-stage supercharging, not two-stage as I said a short time ago.

It is still very uncertain whether or not Alfa-Romeo will compete in G.P. racing this year; this is, of course, nothing to do with their cars, which are still in their 1948 form and even now would be a match for most things, to say the least; it depends entirely on the financial situation of the company and what can best be described as the politics of the situation.

**T**HE Osca firm, which is run by the Maserati brothers since they left the firm of their own name, have a new 4.5-litre eight-cylinder engine in hand, which will probably appear at first in sports car events, and, when proven, in full G.P. trim. This will be interesting, as it will be the first 4½-litre engine in recent years to be designed especially for competition, and not adapted from an existing touring car engine. Whether or not Ferrari are thinking on the same lines with their proposed 4-litre remains to be seen, but it is otherwise a rather strange coincidence. The existing 1,100 c.c. Osca engine, incidentally, has been redesigned with twin o.h.c.; but this, of course, is mainly for sports car events.

The new tubular chassis for the cars of the Scuderia Milan, in addition to being exceptionally light, will have independent suspension all round, that at the rear being apparently not swing axles, as the wheels are alleged to rise and fall in an approximately vertical plane. However, it will incorporate a

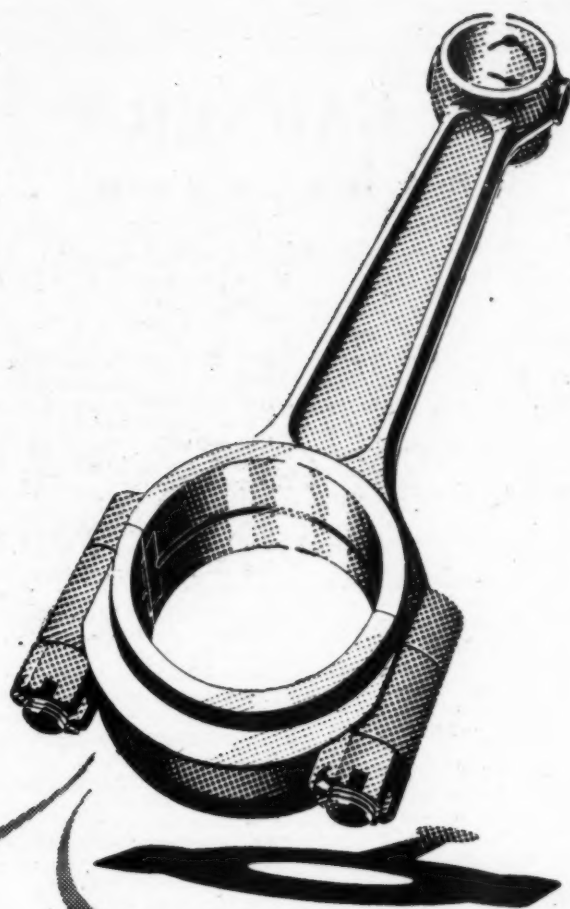
transverse leaf spring; this, of course, follows the example of both Alfa-Romeo and Ferrari, and is a curious practice, for this is certainly not the lightest possible suspension medium.

**C**OUNT LURANI will be entering a Frazer-Nash Le Mans model in all the major Italian sporting events this year. It will be driven by Cortese and Serafini, and is to run in both the Targa Florio and the Mille Miglia.

**T**HE Automobile Club of San Remo are offering several inducements to attract entries for their fourth international concours, which is due to take place on March 4 and 5. The fortunate driver receives free accommodation at the hotel, while all the crew enjoy a 10 per cent reduction in charges. Moreover, on reaching San Remo, competitors are presented with 100 litres of petrol free of charge, a highly commendable notion. In addition, everyone gets free admission to the Casino, which is as good a way as most of spending your winnings in advance. Also at San Remo, of course, is the Formula 1 Grand Prix race, which is scheduled for April 16.

**R**EGULATIONS are now out for the Indianapolis 500 Miles Race, which should be as good as ever, and the first two entries, which are described as I.R.C. Specials, are the two 3-litre Maseratis which have done so well there on previous occasions. Apparently, however, one car is now being fitted with a supercharged Mayer-Drake power unit.

**T**HE rally habit has now spread to America and a month or two ago the Detroit Region of the Sports Car Club of America held a 350-mile event dignified by the title of the Michigan



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1948 **AUSTIN** A.40 Dorset Saloon, grey, beige leather, 6,000 miles.

1948 **DAIMLER** 2½-litre Drophead Coupe, grey, red leather, 3,000 miles.

1948 **FORD V.8** Pilot Saloon, suede green, beige leather, 5,000 miles.

1948 **FORD V.8** Pilot Saloon, black, brown leather, 4,000 miles.

1948 **HILLMAN** Minx 10 h.p. Saloon, black, fawn cloth, 6,000 miles.

1948 **HILLMAN** Minx 10 h.p. Drophead Coupe, black, brown leather, 8,000 miles.

1948 Mark III **HILLMAN** Minx 10 h.p. Saloon, fawn, fawn cloth, red leather, 5,000 miles.

1948 Mark III **HILLMAN** Minx 10 h.p. Saloon, black, brown leather, 3,000 miles.

1948 **HUMBER** Hawk 14 h.p. Saloon, granite grey, grey cloth, 6,000 miles.

1948 **HUMBER** Snipe 18 h.p. Saloon, granite grey, grey cloth, 8,000 miles.

1949 **HUMBER** Super Snipe Mark II 27 h.p. (Current Model) Saloon, gunmetal grey, grey upholstery, 11,000 miles.

1949 **JOWETT** Javelin 1½-litre Saloon, black, red leather, 6,000 miles.

1948 **JAGUAR** 1½-litre S.E. Saloon, black, brown leather, 4,000 miles.

1949 **MORRIS** 'Oxford' Saloon, black, brown leather, 1,000 miles.

1948 **MORRIS** 10 h.p. Saloon, grey, brown leather, 6,000 miles.

1949 **RILEY** 1½-litre Saloon, black, brown leather, 6,000 miles.

1948 **RILEY** 2½-litre Saloon, black, fawn cloth, 7,000 miles.

1948 **ROVER** '75' Sports Saloon, maroon, red leather, 6,000 miles.

1948 **ROVER** '6P' Saloon, black, red leather, 8,000 miles.

1948 **SUNBEAM-TALBOT** '80' Saloon, gunmetal grey, grey leather, 8,000 miles.

1948 **SUNBEAM-TALBOT** '90' Saloon, black, fawn leather, 9,000 miles.

1948 **SINGER** 'Super Ten' Saloon, black, red leather, 2,000 miles.

1948 **VAUXHALL** 18 h.p. 'Velox' Saloon, black, fawn cloth, 6,000 miles.

1948 **VAUXHALL** 'Wyvern' Saloon, black, brown cloth, 9,000 miles.

1948 **HUMBER** Pullman 27 h.p. Mark II Limousine, black, leather and cloth, 4,000 miles.

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## THE SPORT

continued

"Press-On-Regardless." This attracted a varied entry of both European and American cars; one feature which other organizers might well bear in mind was that an officer of the Michigan State Police briefed competitors before the start concerning the highway regulations prevailing in that State. The run included many familiar items such as secret checks and a night section.

ALSO in America the A.A.A. has announced plans for a 750-mile run to test the performance and fuel consumption of 1950 stock cars. This will last two days over mountains, down valleys, through cities and across deserts; the cars will be carefully scrutinized to ensure that they are, in fact, stock models and the system of marking is based on a factor obtained by multiplying the total weight of the car and passengers by the number of miles covered and then dividing the answer by the number of gallons of petrol consumed. This would appear to have possibilities, and it will be interesting to see if any British cars take part.

A TOTAL of over £520, donated to the Fred G. Craner memorial fund, has been used by the Auto Cycle Union for the purchase of two cups to be awarded for motor sport.

One will be awarded for the best placed British competitor driving a



The Fred G. Craner memorial trophies. The cup on the left will be awarded in the British Grand Prix and the other in a motor cycle event.

British car in the British Grand Prix. The second will be awarded to the winner of a motor cycle road race under the auspices of the A.C.U., which has yet to be arranged.

PETER WHITEHEAD has been awarded the B.R.D.C. Gold Star for 1949, and F. R. (Bob) Gerard receives a special Gold Star award for 1949. He gained 41 marks last year against Whitehead's 42, and has been runner-up for this award for three consecutive years—1947, 1948 and 1949.

Whitehead's principal achievements last year were winning the Czechoslovakian G.P., finishing third in the French G.P. and fourth in the Belgian G.P.; Gerard's—a win in the Jersey race and British Empire Trophy, and his second place in the British Grand Prix.

THE scheme, sponsored by the Midlands Automobile Club, whereby many of the principal clubs will join forces to provide and equip a workshop lorry for the B.R.M. team, is receiving support from all parts of the country. This is a good idea, as a gift of this nature will be of great and obvious use. At an extraordinary general meeting of the M.A.C. on January 18 the committee were unanimously authorized to subscribe £100 from club funds with which to head the list.

THIS year's Tulip Rally commences on April 16 and finishes on April 22. There are ten starting points, including London and Glasgow, and some most interesting looking routes, which are all of approximately 2,000 miles length—roughly the same as those of the Monte Carlo. The average speed is also the same, 31 m.p.h., and regulations are now available to potential competitors from the Secretary, Regionale Automobielsport Club, 259, van Alkemadeaan, The Hague, Holland. J. A. C.

## CLUB NEWS

M.G.C.C. (S.W. Centre).—The club challenged the Bristol M.C. and L.C.C. to a quiz contest on January 14. A learned, yet hilarious, party resulted, ably conducted by question master Kay, of the B.M.C. and L.C.C. He grappled with the teams of five "experts" from each club and extracted answers (true and false) to questions on trials, personalities, the law, and technical and racing subjects. Points result: M.G. 29, B.M.C. 28. Highly gratifying, and a return challenge resulted.

North London Enthusiasts' C.C.—The secretary, Mr. George Dance, was re-elected at the fifth annual general meeting, held in the Green Man, Edgware, London, on January 17. Members elected and re-elected to the committee were W. G. Rinder (captain), F. D. Yiend (editor), F. H. Bacon, C. H. Ford, C. G. Meisl, F. E. Owen, I. C. Wilson and A. Wood. Modifications to the club rules were made and a motion for the support of the Midland A.C.'s B.R.M. fund was carried.

The Jacobean Trophy Trial, on February 26, is the club's next sporting event. Seven clubs—the Berkhamsted M.C. and L.C.C., Herts County A. and C.C., M.G. (S.E. Centre) C.C., Cernian C.C., Chiltern C.C., De Havilland A.C. and N.W. London M.C.—have been invited to compete. Starting at Ware, in Hertfordshire, the course will cover approximately 37 miles and include eight observed sections before finishing near Hertford. Closing date for entries at single fee February 4, and at double fee February 15. These should be sent to Mrs. Wilson, secretary of the meeting, 44, Bittacy Rise, Mill Hill, London, N.W.7.

Midlands Motoring Enthusiasts' Club.—Five Shell-Mex films will be shown at the monthly meeting on February 1, at the White Swan, Edmund Street, Birmingham, starting promptly at 8 p.m. Mr. Jimmy Simpson will be "commentating," and the first film on the programme shows the 1949 Silverstone Grand Prix.

The first award in the club's February 18 event will go to the competitor completing the route in the least possible mileage. With four checks, including start and finish, this is to be a minimum mileage and route-finding competition. Entrants will leave the Man in the Moon Red-ditch Road, at 6 p.m. to gather in the Crown Inn, Haselor, after the event.

Members are invited to send donations to the secretary, these to be added to the Midland Automobile Club's B.R.M. fund.

Plymouth M.C.—At the annual general meeting Mr. Eric C. Dickinson, of 1, Lower Lagger Estate, Efford, Plymouth, was elected hon. secretary and treasurer in place of Mr. C. G. Shepherd, retiring through ill-health. Mr. W. C. Maret, of 11, Hyde Park Road, Plymouth, was elected hon. competitions secretary.

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### COMING SHORTLY

- JANUARY 29.**—Monte Carlo Rally ends.  
28.—West Hants and Dorset C.C. Dance with film show and buffet, Eastbury Park Club, Tarrant Gunville, Blandford, Dorset.  
29.—Bentley D.C. Informal meeting, with film show, The Mauretania, Park Street, Bristol.  
29.—Falcon M.C. Closed invitation trial, Hertfordshire.  
29.—M.G. C.C. (Scottish Centre). Driving tests.  
31.—Lagonda C.C. Film show, with talk on problems of lubrication, Prince of Wales, 150, Long Acre, London, W.C.2.  
**FEBRUARY 1.**—Seven-fifty M.C. Meeting, Red Cow Hotel, Hammermith Road, London, W.6.  
1.—Midlands Motoring Enthusiasts' Club. Meeting, White Swan, Edmund Street, Birmingham, 8 p.m.  
3.—Sheffield and Hallamshire M.C. Annual

- dinner, dance and presentation of awards, Grand Hotel, Sheffield.  
3.—North-West London M.C. Annual dinner and dance, Rembrandt Hotel, South Kensington, London, S.W.7, 8.45 for 7.15 p.m.  
4.—Vintage S.C.C. (Northern Section). Annual general meeting, Angel Hotel, Knutsford, Cheshire, 8.30 p.m., followed by buffet tea and film show.  
4-5.—Bugatti O.C. Night Trial, starting Watermill Roadhouse, Dorking, Surrey (on main Dorking-Reigate road), 9.30 p.m.  
5.—Hagley and D.L.C.C. Cleo Hill Trial, Bridgnorth, Shropshire.  
5.—Kentish Border C.C. Best Cup Trial, Kent.  
5.—Herts Country A. and A. Club. Spring Trial, Chilterna.  
10.—Cheltenham M.C. Annual motorists' ball, Town Hall, Cheltenham, 8 p.m. to 1 a.m.

### IN BRIEF

Now available in the Pitman Motorists Library is *The Book of the Austin Twelve* by Staton Abbey. This is a comprehensive instruction book for all models from 1927 to 1948, including Austin taxis. This second edition costs 4s 6d, and is published by Sir Isaac Pitman and Sons, Ltd., Pitman House, Parker Street, Kingsway, London, W.C.2.

Mr. P. M. H. James, M.I.M.I., who joined the Croydon branch of L. F. Dove, Ltd., 111-115, Addiscombe Road, East Croydon, in 1933, has now been appointed general manager of the firm. Mr. James was made a director in 1947.

The telephone number of E. K. Cole, Ltd. London offices and showrooms, and of Ekco-Ensign Electric, Ltd. at 5, Vigo Street, London, W.1, is now Regent 7030-9.

The new branch manager for Henley's Tyre and Rubber Co., Ltd. is Mr. G. G. Dove, who has been representing the company in Leicestershire, Northamptonshire and Rutland since 1946. He is taking the place of Mr. H. G. Taylor,

who retired from the end of 1949. Mr. Taylor joined the St. Helens Cable and Rubber Co. in 1905, selling carriage and solid band tyres.

Official recommendation by the Nuffield Organization has been given to Filtrate oils. The name will appear in handbooks and on filler caps as soon as possible with those famous brands of oil already enjoying that privilege. Filtrate dates back to the early days of motoring, and was solely recommended for Wolseley cars before they were taken over by Lord Nuffield.

The manufacturers are Edward Joy and Sons, Ltd., Kidacre Street, Hunslet, Leeds, 10.

The "20" Club of the John Bull Rubber Co., Ltd., Evington Valley Mills, Leicester, held its first dinner recently at the Victory Hotel, Leicester. Membership of this club is open to staff who have completed 20 years' service with the John Bull company, and well over 100 members were present. Two of them had over 40 years' service behind them, and one lady member 35 years.

### INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

**No. 15292.—1937 Humber Twelve**  
"B. G."—General information and a handbook.

**No. 15293.—1935 Morris Ten**  
"J. C."—General information and a handbook.

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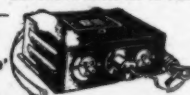
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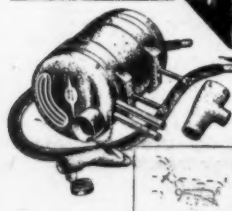
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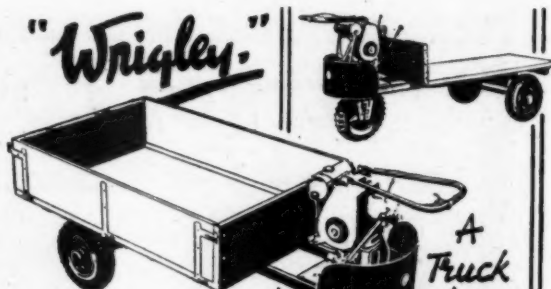
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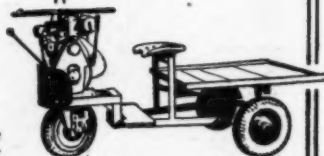


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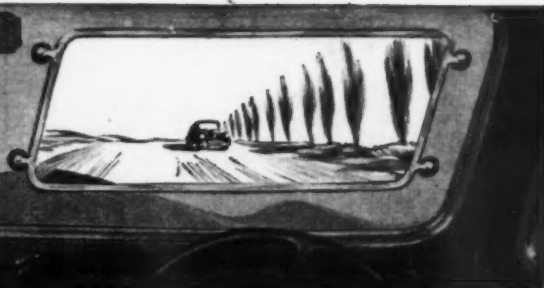
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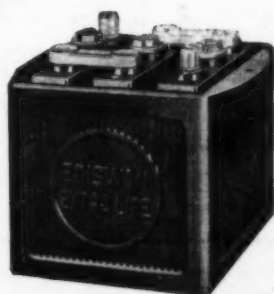
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1939 A.C. Sports 16-80 2 Seater Roadster—first registered 1946, Colour Black. Blue leather upholstery. Mileage 16,000. Good tyres—immaculate condition. Recommended	£615

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5656  
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1946 Hillman Minx cpe.	£550
1947 Ford Anglia saloon	£450
1947 Ford Prefect sal.	£475
1948 Vauxhall Velox sal.	£575
1948 Standard 12 coupe	£750
1948 Austin A40 saloon	£350
1949 J.B.M. sports t'r.	£590

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200 PROVED USED CARS,  
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Our policy of specialising in the highest grade cars, of executing whatever reconditioning may be necessary, and of issuing a comprehensive Guarantee and After-Sales Service Vouchers, places our name among the leaders in Used Car sales. New cars remain difficult to obtain and one of our high grade Low Mileage Cars, obtainable immediately, is the finest alternative.

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- 1946 **AUSTIN** 8 Saloon, blue, blue hide upholstery, immaculate condition..... £475
- 1946 **AUSTIN** 10 Saloon, black, brown hide upholstery, well maintained, full basic £510
- 1949 **AUSTIN** A.40 Devon Saloon, grey, fawn upholstery, 3,000 miles, many extras £850
- 1949 **AUSTIN** 16 Saloon, black, brown hide, 3,000 miles only, fitted radio and heater £925
- 1949 **FORD** Anglia Saloon, black, red upholstery, 800 miles only, as new throughout £525
- 1949 **FORD** Prefect Saloon, black, fawn upholstery, fitted radio, 3,000 miles, unblemished £625
- 1948 **HUMBER** Hawk Saloon, black, brown upholstery, 8,000 miles, immaculate, fitted radio and heater..... £925
- 1947 **MORRIS** 8 Saloon, black, brown hide upholstery, 7,000 miles, equal to new... £495

- 1947 **MORRIS** 10 Saloon, black, brown hide upholstery, 6,000 miles, exceptional bargain £595
- 1947 **M.G.** "T.C." 2-seater, black, red hide upholstery, 11,000 miles, fitted many extras ..... £495
- 1947 **ROVER** 12 Saloon, black, brown upholstery, 8,000 miles, really delightful car £895
- 1948 **STANDARD** 8 Saloon, grey, blue upholstery, 6,000 miles, very economical car £495
- 1947 **STANDARD** 12 Saloon, black, red upholstery, smart car, well maintained £595
- 1948 **VAUXHALL** 14 Saloon, black, brown hide upholstery, 6,000 miles, fitted radio and heater ..... £760
- 1948 **VAUXHALL** Velox Saloon, black, grey upholstery, 7,000 miles, as new throughout £835
- 1948 **WOLSELEY** 12 Saloon, black, brown hide upholstery, 8,000 miles, immaculate condition ..... £850

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**WARWICK WRIGHT, Ltd., offer:—**  
**1948** A.C. 2-litre saloon, suede green, maroon leather, 7,000 miles, £1,250. [7489]  
**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.** Mayfair 9761.  
**AUGUST, 1948, A.C. green saloon, perfect condition;** 995gns; petrol.—Box 1928. [7792]  
**1948** A.C. 2-litre saloon, ivory, 14,000 miles, radio-mob, perfect thorough; £1,100.—Lambert, Halifax 60080 (office) or 60019 (home). [7618]

### A.C. Cars Wanted

**CHARLES RICKARDS, Ltd.,** wish to purchase good used A.C. cars.—56, Bayswater Rd., London, W.2. Pnd 3440 (Ext. 9), Pnd. 1520. [0324]

### ALFA-ROMEO

**BARTLETT—Alfa-Romeo** always in stock.—27a, Pembroke Villas, W.11. [0523] [5090]  
**ALFA-ROMEO 1750 s/c 2-seater Zagato body, beautiful example;** £475.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bay. 1644. [6181]  
**ALFA-ROMEO 10 million series 1.750cc supercharged** Zagato 2-seater, in perfect condition; £350 or nearest reasonable offer.—S. Hardy & Son 55, Marylebone High St. W.1. Tel. Welbeck 1101-3. [4801]

### Alfa-Romeo Cars Wanted

**WANTED** 2.9 Alfa-Romeo.—Details by phone to Malden 4403. [7189]

**BARTLETT** always buys Alfa-Romeos.—27a, Pembroke Villas, W.11. [1067]

**ROWLAND SMITH'S** the Alfa-Romeo buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0913]

**THOMSON & TAYLOR (BROOKLANDS), Ltd.,** buyers of good condition Alfa Romeo, Portsmouth Rd., Colham, and Brooklands Track, Weybridge, Surrey, Cobham 2948. [0124]

### ALLARD

**CHARLES FOLLETT, Ltd., offer:—**

**1949** Allard coupe, maroon maroon leather, one owner, 8,000 miles only, heater, radio, twin for lamps, column gear change, superb order, £1,100. 18, Berkeley St., W.1. May. 6266. [7235]

**SERVICE, Works and Stores, 12, Wellesley Av., W.6.** Riv. 1413. [7235]

**DAGENHAM MOTORS, Ltd.,** main distributors, buy and sell used Allard cars.—56, Park Lane, London, W.1. Regent 4866. [0151]

**750** gns.—Allard, June, 1947 sports 2-seater, new engine, 6,000 miles, new hood, new type radiator grill and special cooling vents on bonnet, blue, perfect condition.—17, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Soane 6467. [7128]

**795** gns.—Allard Sport, 1948, sports 2-seater, Cambridge blue, blue leather, virtually one owner, 6,060 miles, practically new condition; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube). Hampstead 6041. [7751]

### Allard Spares and Service

**ALLARD'S MOTORS, Ltd.,** for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6431. [0311]

**ALLARD MOTOR CO., Ltd., Service Dept., 51, Upper** Richmond Rd., London, S.W.15. Tel. Vandyke 2535. [0267]

**ENCO COACHWORKS OF FULHAM, 9, Eastcott** Rd., London, S.W.6. Tel. Fulham 4021; specialists in Allard body repairs; makers of Allard tourer bodies. [0467]

### ALTA

**ALTA 1938 8/c 2-litre perfect condition, full details** from—Noel Carr, Ullenhall, Henley-in-Arden. [7031]

### ALVIS

**CAR MART Ltd.,**

**1939** Alvis 12-70 saloon; £675.—Car Mart, Ltd., 150 Park Lane, W.1. Grosvenor 3434. [7295]

**DICKS CAR SALES offer:—**

**1939** Alvis 14hp sports saloon, £270 recent overhaul, bargain; £525. [6770]

**DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn,** Maids Vale 6988-9. [6770]

**GUY SALMON AUTOMOBILES, Ltd., offer:—**

**1948** (Oct.) Alvis 14 drop head coupe, genuine 6,000 miles, fitted radio; £1,175. [6662]

**1948** Alvis 14 saloon, 17,000 miles, faultlessly maintained; £1,125.—Portsmouth Rd., Thames Ditton, Esherbrook 4343. [6662]

**£295** 1935-6 Alvis Speed 20 open 4-seater 1935 sports tourer, excellent condition. [6662]

**ORIAN FINGLASS, Bugatti Sales and Service, 2, Pem-** bridge Mews, Bayswater, W.11. Bayswater 3951. [7285]

**After 6, Tulse Hill 4755. [7285]**

**ALVIS 1936 17hp sports saloon, immaculate condition** throughout, one owner; £225.—Tel. Nottingham 45468. [7626]

**ALVIS in Scotland.—Sales, spares and service.—James** H. Galt, Ltd., The Distributors 52 Woodlands Rd. Glasgow C.3. Phone Douglas 7598. [0548]

**1949** Alvis drop head coupe, 3,500 miles, finished black.—Shaw Motors, Ltd., 666-678, Garrair Lane London, S.W.17. Wim 3051-2. [6580]

**ALVIS Firefly 1933, excellent mechanical order, re-** tired, reconditioned starter, radio, coachwork poor, first-class runner; £120, or near offer.—Updand 1802. [7053]

## The Autocar CLASSIFIED ADVERTISEMENTS

**1939** Alvis 12-70 sports saloon, in exceptional order throughout; £595.—Vandervels, 215, Haverstock Hill, N.W.3. Primrose 4441. [7367]

**1948** Alvis 14hp sports saloon, fitted with brown upholstery, 8,000 miles, black heater.—Denham Service Station, Ltd., Denham, Bucks. Denham 2266. [7569]

**1932** Alvis 12-50 saloon, in good condition; what offers over £100?—Forge Garage (Petersham), Ltd. 192, Petersham Rd., Petersham, Surrey, Richmond 1854. [7342]

**495** gns.—Alvis 12-70 late 1939 sports tourer, dark blue, blue leather, twin wind-tone horns, carefully used, excellent condition; terms, exchange; list; open 9-7 week-days and Saturdays.—Row and Smith, Hampstead (Hamstead Tube). Hampstead 6041. [7752]

**£195**, real opportunity.—Alvis 12-50 4-door sportsman's saloon, 1934-5, in good mechanical order and much above average condition for the year, stylish lines give this particular car a very modern look, whilst the interior leather upholstery is in neat, tidy condition, up-to-date instruments and features, sound tyres and many useful extras constitute what must be a really outstanding bargain in a vintage class car.—See below. [7752]

**£595**—1938 Alvis Speed 25 with special sports saloon, bodywork by Messrs. Charlesworth, Ltd.; mechanically this car is honestly outstanding and the smooth, fast, yet effortless ride it gives makes this vehicle a real delight to handle. The steering is light but positive, and the brakes with their servo assisted mechanism give that feeling of absolute confidence, which is necessary when driving very fast cars; the acceleration is breath-taking and the suspension is just right, not too rigid, but no roll or floating feeling; no doubt the telescopic shock absorbers make a tremendous difference, and there is a noticeable absence of body-noise and rattle; it is difficult to describe the appearance of this particular Alvis to those not acquainted with Charlesworth bodywork, but without doubt it is one of the finest and most beautiful looking sports saloons on the road, with its long, low sweeping lines, immaculately finished in maroon and black. It stands out as a car among cars, fitted Lucas 2 100 head lamp, twin yellow tone chromed horns, twin pass lights, etc., a car that was made to please and not just a means of conveyance, 3 months' written guarantee. [7751]

**CAMES MOTORS, Lake St., Leighton Buzzard,** C. Beds. Tel. 2381 and 5115. Showrooms open 6 days per week. Write for 18-page list of over 250 fully guaranteed used cars, confidential hire purchase facilities, part exchanges; free delivery of any car anywhere in the United Kingdom. Near main line L.M.S. station frequent trains from Euston and Watford take only 50 mins. or from Coventry, Birmingham, Oxford, Cambridge, Nottingham, and the North, direct via Ely. By road only 2 miles off main A.5 Watling Street. Cars refunded in full to purchasers from any part of the country. [7751]

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**1935** Alvis Speed 20, Charlesworth sports saloon, now being repaired in specialist grey, a very attractive car, £1,100.—Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [7728]

**ARNOLD G. WILSON, Ltd.,** can offer used post-and-pre-war Alvis cars in exceptional condition; details of new models on request; a limited number of orders for these can be accepted; part exchange, terms. Our well-equipped service station is backed by a complete spares department. [0022]

**ARNOLD G. WILSON, Ltd., 232, Harrogate Rd.,** Leeds 7. Tel. 41014-5. [0022]

**ALVIS 4.3-litre 1939 magnificent razor-edge sports** saloon by Vanden Plas, finished black with luxurious brown leather upholstery fitted with radio and discs; this exceptionally fine car has only covered 40,000 miles and has been most carefully maintained; offered at an attractive price and thoroughly recommended by the Alvis distributors for Scotland. [16378]

**JAMES H. GALT, Ltd., 52, Woodlands Rd., Glasgow,** C.3. Tel. Douglas 7598-9. [16378]

**£215**—1933 Speed 20 sports 4-door saloon, blue, very sound condition and a remarkably handy some example; also many other models, open and closed; 12/60 T.L. sports saloon, very sound condition, giving real Alvis performance and comfort; all Alvis enquiries are welcomed; we have so many that we cannot advertise them all; part exchanges on any make; hire purchase on any car. [16378]

**ALTON GARAGE, the Alvis Enthusiasts, Upbrook** Mews, Craven Rd., Paddington 0385. [7688]

### Alvis Cars Wanted

**ROWLAND SMITH'S** the Alvis buyers.—Hampstead High St. (Hamstead Tube). Ham. 6041. [0914]

**GATHEWSE MOTORS** are regular buyers of good clean Alvis cars. [7377]

**GATHEWSE MOTORS, Ltd., Highgate Village, Lon-** don, N.6. Mountview 4444. [7377]

**WANTED**—Alvis cars, post-war saloon and coupe models send all details to:— [0023]

**ARNOLD G. WILSON, Ltd., 232, Harrogate Rd.,** Leeds 7. Tel. 41014-5. [0023]

**SPEED Twenty Alvis, circa 1935; price and particulars** 10-56, Jeymer Drive, Greenford, Middx. Wuxlow 1451. [7101]

**S. F. ERSKINE & SONS, Alvis distributors of** Woking, invite details of models for disposal.—Woking 387. [0697]

**T. W. WILKIN, Ltd., of Kingston-on-Thames,** are keen buyers of Alvis cars in good condition. Alvis agents for sales and service. Kingston 2241. [6597]

**1948-9** Alvis: please give particulars and price.—A. Freeman, Ltd. Grosvenor Garage, Burgess Lane, Manchester 19. Tel. 2874-5. [0494]

**CHARLES FOLLETT, Ltd.** buy used late model cars.—18, Berkeley St., W.1. May. 6266. Service, Works and Stores, 12, Wellesley Av., W.6. Riv. 1413. [8361]

**BROOKLANDS OF BOND STREET, Ltd., London** and Home Counties Holists, have new and used cars in stock, and are always interested to have details of any Alvis cars for disposal.—Mayfair 8351-6. [0299]

**Alvis Spares and Service**

**SERVICE and spares for Alvis cars.**

**ALVIS, Ltd., Service Station, 632, Finchley Rd., Lon-** don, N.W.11. Tel. Speedwell 7762-3-4. Grams, Alvisgar, Gold, London. [1585]

**AND at Alvis, Ltd., Service Station, Holyhead Rd.,** Coventry. Tel. 5501 Grams, Alvis Coventry. [1585]

**CHARLES FOLLETT, Ltd.—Alvis specialists.**

**SHOWROOMS.—18, Berkeley St., W.1. May. 6266.**

**SPARE parts**

**SERVICE.—12, Wellesley Av., W.6. Riv. 1413. [8366]**

**KINGSTON-ON-THAMES.—Sales, Service and Spares**—G. W. Wilkin, Ltd., Weston Park and 84 Eden St., Kingston 2241. [1585]

**JAMES H. GALT, Ltd., Alvis distributors for Scotland,** Works, 71-73, Dobbie's Loan Glasgow, C.4. Tel. Douglas 0538. Comprehensive spares and service 10730 [1585]

**ARMSTRONG SIDDELEY**

**EUSTACE WATKINS, Ltd.**

**1948** Armstrong Siddeley drop head coupe, black, brown upholstery, fawn hood 10,000 miles, in excellent condition. [15158]

**EUSTACE WATKINS, Ltd., 13 Berkeley St., W.1** (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [15158]

**CAR MART, Ltd.**

**1948** Armstrong 16 Typhoon 3,000 miles; £1,195. [62195]

**1947** Armstrong 16 Lancaster saloon, 7,000 miles; £1,075.—Car Mart, Ltd., 520, Euston Rd. N.W.1. Euston 1212. [7236]

**J. DAVY offer:—**

**11000** miles 1947 Armstrong Typhoon saloon, black, fawn upholstery very carefully maintained in new condition; £995.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6468. [6436]

**THE MOTOR MART offer:—**

**1946** (modified) 49 Armstrong Hurricane, black, radio, heater, pass lights, low mileage, immaculate, taxed; £695.—Further particulars from Manchester Rd., Higher Ince, Wigan. Tel. 44730. [7588]

**PASS & JOYCE, Ltd., offer:—**

**1948** Armstrong Siddeley Lancaster saloon, blue, in immaculate condition.—184, Gt. Portland St., W.1. Museum 1001. [7505]

**1947** Armstrong 16 Typhoon saloon 7,000 miles; £995.—L. F. Dwyer, Ltd., 111-115, Adelphi, combe Rd., Groydon Addiscombe 3566. [7270]

## ARMSTRONG SIDDELEY

**C** CHARLES FOLLETT, Ltd., offer:—  
**1948** Armstrong Siddeley Typhoon 2-door saloon, black brown leather, one owner, 12,000 miles, carefully maintained; £1,100. Berkeley St., W.1. May. 626b.

**S** SERVICE Works and Stores, 12. Wellesley Av., W.8. Riv. 1415. [7234]

**C**UY SALMON AUTOMOBILES offer:—  
**1947** Armstrong Siddeley Typhoon, 3,000 miles, 1 owner; £2950.—Forsmouth Rd., Thames Ditton, Esherbrook 4343. [7473]

**1948** Armstrong Typhoon, 3,000 miles, as new.

**C**UY ALFRED & CO., Ltd., 6-7, Warren St., W.1. Euston 3263. [5827]

**G**ORDON CARS (LONDON), Ltd.—1946 Armstrong Typhoon saloon, grey/brown leather, 18,000 miles. Below.

**G**ORDON CARS (LONDON), Ltd.—1948 Armstrong Typhoon saloon, blue/grey leather, 13,000 miles. Below.

**G**ORDON CARS (LONDON), Ltd.—1948 Armstrong Typhoon saloon, blue/blue leather, 18,000 miles. Below.

**1946** Armstrong Siddeley Hurricane coupe, cream, radio, one owner; £765.—Montrose Motors, 91, Epping New Rd., Buckhurst Hill. Buc. 5175. [7661]

**W**ALTER SCOTT LTD.—1937 Armstrong 25hp saloon, grey, very exceptional condition; £235.—39, Collyer Crescent, Swiss Cottage, N.W.3. Primrose 5614. [7419]

**1937** Armstrong 7-seater full 7-seater, absolutely as new; £675.—Progressive Car Sales, Heather Garage, Heather Gardens N.W.11. Seewood 0071-2. [5215]

**1937** Armstrong 17hp limousine 1937, division chauffeur maintained, sound, elegant, taxed, full basic, appointment—43, Wembley Park Drive. [7103]

**1937** Armstrong 7-seater face-forward limousine, in very nice condition throughout, special bargain; 299gns; 3 months' guarantee; terms and exchanges.

**J**ACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Moutview 5228 and 5774. [6940]

**1947** Armstrong Siddeley sports saloon, reg. Oct., 1947, one owner, excellent condition, leather, leather, Radiomobile; £900.—Regent Motors, Cheltenham 2041. [7036]

**1946** Armstrong Siddeley Lancaster saloon, 9,500 miles, exceptional condition throughout, black brown leather.—Beardmore 28, Queensway, W.1. Bay. 0136. [16577]

**1946** Armstrong Siddeley Typhoon 2-door saloon, black brown leather, one owner, 12,000 miles, carefully maintained; £1,100. Berkeley St., W.1. May. 626b.

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**1946** Armstrong Siddeley Typhoon 2-door saloon, black brown leather, one owner, 12,000 miles, carefully maintained; £1,100. Berkeley St., W.1. May. 626b.

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**1946** Armstrong Siddeley Typhoon 2-door saloon, black brown leather, one owner, 12,000 miles, carefully maintained; £1,100. Berkeley St., W.1. May. 626b.

**Armstrong Siddeley Cars Wanted**  
**7**-SEATERS private limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [3574]

**H**ENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester Tel. Blackfriars 7843. [0601]

**Armstrong Siddeley Spares and Service**  
**A** LARGE stock of spares for the above cars always available.—Fass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town, Tel. Gul. 4141.

**H**ENLYS, Ltd., Chestnut Hill Rd., Manchester, 8. Have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602]

**J**ACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Armstrong Siddeley owners.—Mayfair 5242. [0873]

**ASTON MARTIN**  
**£575**—Aston Martin 1937 15-98 2-litre long chassis tourer; first-class condition throughout.—Box 1741. [6837]

**1932** short chassis International Aston Martin, fitted with highly attractive Bugatti blue 2-4-seater body and close ratio gear box, new tyres, battery, etc.; £475.—A. C. Whincop, Norwood Hill 172. [7602]

**395** gns.—Aston Martin July, 1938, 15/98hp short chassis drop head coupe with dicky, grey, red wheels, leather upholstery, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7754]

**Aston Martin Cars Wanted**  
**A** STON MARTIN cars wanted for cash: full details.—Priory Motors, Ltd., Old Windsor. Windsor 1100. [6041]

**ROWLAND SMITH'S**, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917]

**Aston Martin Spares and Service**  
**P**RIORY MOTORS, Ltd.

**SOLE** suppliers of spares for all Aston Martin cars produced up to 1939, specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 1100. [1365]

**ASTON SEVEN**  
**£165**—1936 Aston 7 Ruby de luxe saloon, clean condition.

**BRAY MOTORS**, 80-184, West End Lane, N.W.6. Hampstead 6490. [7715]

**1939** Austin Big 7 4-door saloon, very nice order, £285; see page 38.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [7187]

**1938** Austin 7 Ruby saloon, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7754]

**Austin Seven Cars Wanted**  
**ROWLAND SMITH'S**, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917]

**RAYMOND WAY**, the hire-purchase specialists, are still buying Austin 7s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [1312]

**ASTON EIGHT**  
**CAR MART**, Ltd.

**1948** Austin 8 saloon, 13,000 miles; £595.

**1947** Austin 8 saloon, 4,000 miles; £615.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [7297]

**J. CORYTON**, Ltd.

**£475**—Austin 8hp 4-door sun saloon, in black with brown upholstery and carpets, first registered July, 1946, reasonable mileage, a very clean and tidy car.—139-149, Fulham Rd., S.W.3. Ken. 1410. [7392]

**H. A. SAUNDERS**, Ltd., offer:—

**1947** Austin 8hp saloon de luxe, 11,000 miles; £575.

**1947** Austin 8hp saloon de luxe, 13,000 miles; £565.

**H. A. SAUNDERS**, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hildes 0024. [7406]

**PALMERS MOTORS**, Ltd., offer:—

**1947** Austin 8 4-door saloon, immaculate; £495.

**1940** Austin 8 4-door saloon, excellent condition; £295.—53, York St., Twickenham. Popesgrove 1890, 7087. [7719]

**WADDINGTON MOTORS**, Ltd., offer:—

**1947** Austin 8 de luxe saloon, black, with brown leather upholstery, 15,000 miles, immaculate; £535.—Fortune Green Rd., N.W.6. Ham. 2211. [7360]

**AUSTIN 8** 1946, one owner, perfect condition, 12,000 miles; £500.—Tel. Battersea 4151. [7045]

**1944** 45 Austin 8, 4-seater, guaranteed; £235; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [7335]

**1947** Austin 8 4-door de luxe saloon, speedometer reading 10,000 miles, very carefully used and maintained; £545.

**1940** Austin 8 4-door de luxe saloon, choice series Austin 8 4-door de luxe saloon, choice of two, both in excellent condition and appearance; £315, £325; terms and exchanges.—Makin & Harrison Motors, 492-6, High Rd., Chiswick 2619, 0556. [7335]

**1947** Austin 8 4-door saloon, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7257]

**1947** Austin 8, 15,000 miles; £525 or offer; terms or exchanges.—Banstead Road Garage, Ltd., Carshalton, Surrey. Wainwright 336 only 50 mins. off from Coventry, Birmingham, Oxford, Cambridge, Nottingham and the North via Bletchley. By road only 2 miles off main A.5 Watling Street. [7733]

**1939** Austin 8 saloon, new engine fitted, good condition; £285; terms, exchanges.—Withams Motors, 16, Balham Hill, London, S.W.12. Battersea 3290, 3769. [7672]

**445** gns.—Austin 8 July, 1946, de luxe 4-door saloon, dark blue, sliding head, blue leather, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7755]

## AUSTIN EIGHT

**L**ATE 1947 Austin 8 saloon de luxe, 7,000 miles, in immaculate condition; £565.—Mears Motors, White Swan, Bostham, Camba. Bostham 59. [7676]

**1938** Austin 8, immaculate condition, 24,000 miles, genuine, 3 months' guarantee; £295.—Collinsdale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [7737]

**A**USTIN 8 saloon, 1947, one owner, low mileage, black with brown hide upholstery, faultless, guaranteed; £345.—Recommended by House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [6497]

## Austin Eight Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952]

**ROWLAND SMITH'S**, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917]

**SELL** your Austin to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [16569]

**POST-WAR** Austin 8 required, cash payment.—Ham. 4488. 54, Stratham Hill, S.W.2. Tulse Hill 4488. [0851]

**BANSTEAD ROAD GARAGE** urgently require 8hp post-war Austin cars in good condition.—Carshalton, Surrey. Vigilant 3341. [5912]

**RAYMOND WAY**, the hire-purchase specialists, are still buying Austin 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [1313]

## AUSTIN TEN

**1937** Austin 10 de luxe saloon, in excellent condition throughout; £250.—Timms Motors, Colindale Rd., Putney, S.W.15. Tel. Put. 8667. [7654]

**JACQUIER**, Ltd., offer:—

**1942** Austin 10 4-seater de luxe; £355.—225-7, Hammersmith Rd., W.6. Riverside 6677-8. [7568]

**THE MOTOR MART** offer:—

**1946** Austin 10 saloon, blue/black, 17,000, radio, extras, immaculate; £550.—Further parcels from Manchester Rd., Higher Ince, Wigan. Tel. 44730. [7589]

**H. A. SAUNDERS**, Ltd., offer:—

**1947** Austin 10hp saloon de luxe, 7,000 miles; £695.

**H. A. SAUNDERS**, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hildes 0024. [7406]

**WADDINGTON MOTORS**, Ltd., offer:—

**1946** Austin 10 saloon, well cared for and exceedingly nice motor car; £565.

**1939** Austin 10 4-door saloon; bargain, £185.—A Fortune Green Rd., N.W.6. Ham. 2211. [7361]

**AUSTIN 10** saloon 1947, one owner, splendid condition; £250.—Well Hall Road Garage, Eltham, S.E.9. [7793]

**£275**—Austin 10 Cambridge saloon, well maintained, new tyres.—Tel. Livingstone 2873. [7556]

**365** gns.—1940 Austin 10 de luxe saloon, superb condition.—Autosnips, 5, Balham High Rd., Balham 1509. [7463]

**AUSTIN 10hp** Cambridge, 1937, body, roof, engine fair, drive away; £35, near offer.—2, Wynter, Battersea, S.W.11. [7106]

**1938** Austin 10 de luxe saloon, very little used; £345.—Circular Car Sales, Watford Way, Mill Hill, N.W.7. Tel. Mill Hill 1637. [7658]

**1946** (July) Austin 10 saloon, black with brown leather upholstery, one owner, exceptionally clean little car, taxed to March; £575.

**R. C. WIMBUSH**, Ltd., 512, Earls Court Rd., S.W.5. Fremantle 8401. [5673]

**GORDON CARS (LONDON)**, Ltd.—1947 Austin 10 saloon, black, 18,000 miles, excellent condition; 373, Euston Rd., N.W.1. Euston 6611. [7198]

**1939** Austin 10 Cambridge saloon de luxe, new engine, one owner, as new; exchange; Lockwood, Watford Way, Mill Hill, N.W.7. Tel. Mill Hill 1637. [7657]

**1940** Austin 10 de luxe saloon, exceptional condition throughout; £395.—Circular Car Sales, Watford Way, Mill Hill, N.W.7. Tel. Mill Hill 1637. [7657]

**1947** Austin 10, black, brown leather, exceptional condition, taxed December; £560.—7, Winchester Avenue, Blackpool. Appointment, phone 42478. [7636]

**WALTER SCOTT**, Ltd.—1939 Austin 10 de luxe saloon, black, brown hide, exceptional condition; £365.—39, Collyer Crescent, Swiss Cottage, N.W.3. Primrose 5914. [7365]

**ROSE & YOUNG**, Ltd., offer 1938 Austin 10 saloon, black, exceptional condition; £285.—65-69, St. John's Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 661. [7700]

**1939** Austin 10 black Cambridge saloons, choice of 2, guaranteed condition; H.P. terms arranged.—E. Henry, Ltd., 65-65, Great Portland St., W.1. Langham 3635 and 3954. [4298]

**£195** 1937 Austin 10 Cambridge de luxe saloon, excellent condition, taxed.—Great Western Motors, Ltd., 6-8, Bishopsgate, London, E.C.4. (Paddington Station). Ambassador 1061-2. [7683]

**1947** Austin 10 saloon, green with green upholstery, 20,000 miles, new tyres, very clean car; £625. Hire purchase and exchange.—Jolly's Garage, Ltd., 111a, Earls Court Rd., London, S.W.5. Frobiisher 0062, 0929. [7560]

**365** gns.—Austin 10 July, 1942, de luxe 4-door saloon, black, sliding head, blue leather, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7755]

**1939** Austin 10hp Cambridge 4-door saloon, finished in the original and beautiful navy blue with black wings, chromium equal to new, interior in blue with carpets to match, engine recently rebored, uses no oil, tyres equal to new, this car will give years of the most reliable and satisfactory service and is thoroughly recommended to lady or gentlemen



## Austin Ten Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212.

**ROWLAND SMITH'S**, the Austin 10 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041.

**SELL** your Austin to us; good cars urgently wanted. S. all models.—Oxford, 87, George St., W.1. Wel. 6899.

**JACK ROSE, Ltd.**, require low-mileage Austin cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6877-8.

**1939/40** Austin 10 saloon urgently required.—Richard France, Ltd., 254, High St., Tottenham, N.15. Sta. 2232.

**RAYMOND WAY**, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines).

## AUSTIN A40

**CAR MART, Ltd.** Austin A40 Devon saloon, 4,000 miles; £345.

**1948** Austin A40 Dorset saloon, heater, 4,000 miles; £325.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212.

**TOM GARNER, Ltd.**, offer

**1949** series Austin A40 Devon S.R. saloon, green with beige leather, radio, heater, etc., 7,000 miles.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6.

**H. A. SAUNDERS, Ltd.**, offer:—

**1948** Austin A40 Devon 4-door saloon de luxe, radio, heater, 6,000 miles; £345.

**H. A. SAUNDERS, Ltd.**, Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner). Hillside 0024.

**H. A. SAUNDERS, Ltd.**, Radlett, offer:—

**AUSTIN A40** 4-door sunshine saloon in black, mileage under 5,000; this car has been amazingly well kept with seat covers and rubber floor mats fitted since new.

**H. A. SAUNDERS, Ltd.**, Radlett, Hert. Tel. Radlett 6167 and 5949.

**CARMO (1929), Ltd.**—1949 Austin A40 Dorset, 4,000 miles, absolutely as new; £335.

**CARMO**, St. John's Wood, N.W.8. Tel. Primrose 0141.

**1949** Austin A40 Devon saloon, mist green, beige leather, small mileage; £350.

**GEORGE NEWMAN & Co.**, 369, Euston Rd., London, G. N.W.1. Euston 4466.

**2010** (two thousand and ten) miles.—Austin A40 (January, 1949) Devon 4-door sun saloon, radio, heater; £395.

**L. AMES, Ltd.**, Sandford House, Southend Rd., Woodford Green, Essex. Tel. Wanstead 0123 (8 lines).

**1948** Austin Dorset, green/beige, 6,000 miles, radio, heater, 4,000 miles; £375.—Families Service, Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5370.

**AUSTIN A40** Dorset, sunshine radio, heater, 6,000 miles; £740.—Corbett & Taylor, 22, Conduit Mews, W.2. Amb. 6049.

**1948** Austin A40 Dorset, 9,000 miles, radio fitted, beige leather upholstery, 7,000 miles, immaculate; £755.—Families Service, Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5370.

**1949** Austin A40 Dorset, radio, mileage 3,000, trade enquiries welcomed; £335.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2.

**PHILIP RICKARDS, Ltd.**, offer: 1948 Austin A40 Dorset saloon, fitted heater, radio, green, 7,000 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3.

**AUSTIN A40** saloon, first registered January, 1949, grey, mileage under 12,000; price, £795.—Eastern Motor Co., Ltd., 52, George St., Edinburgh. Tel. 23511. Telegrams: Eastmotor.

**1949** Austin A40 Devon saloon, mist green with beige leather upholstery, 7,000 miles, immaculate; £335.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6.

**1948** (Sept.) Austin A40 Devon 4-door, sun roof fitted heater, 9,000 miles, as new; £795.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912.

**1949** Austin A40 Devon saloon, 4,000 miles, radio and heater, £845; selection of 50 quality used cars.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.23. New Cross 4444.

## AUSTIN TWELVE

**H. A. SAUNDERS, Ltd.**, offer:—

**1947** Austin 12 saloon de luxe, 14,000 miles, black; £700.

**H. A. SAUNDERS, Ltd.**, Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner). Hillside 0024.

**1939** Austin 12/4 7-seater limousine, nice condition.—Autowork Ltd., Winchester. Tel. Winchester 4834.

**1938** Austin 12 saloon, sound condition throughout; £265.—Montrose Motors, 91, Epping New Rd., Buckhurst Hill, Buc. 5175.

**CARMO (1929), Ltd.**—1940 Austin 12 saloon, excellent mechanically and in appearance, fine example of this car model with new alligator bonnet; £525.

**CARMO**, St. John's Wood, N.W.8. Tel. Primrose 0141.

**1939** Austin 12, exceptional condition paintwork as new, interior very good, really clean car; £395.—Simpsons Motors, American Car Specialists, Tel. Wembley 3935.

**1937** Austin 12 saloon, exceptional condition, recently recoloured; £325; see page 38.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312.

**ROSE & YOUNG, Ltd.**, offer 1939 Austin 12 saloon, black, brown leather, exceptional chassis; £345.—65-69, Stenbold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464.

## AUSTIN TWELVE

**335** gns.—1939 Austin 12 4-door saloon, black, golden brown leather upholstery, one owner, super condition; £120 deposit.—George Clarke (Motors), Ltd., 276-278, Brixton Hill, S.W.2. Tulse Hill 3211.

**TANKARD & SMITH, Ltd.**, offer 1939 Austin 12 saloon, in black with brown leather upholstery, excellent mechanical condition, very clean coachwork; £450; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Faxham 4801-2-3.

## Austin Twelve Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212.

**ROWLAND SMITH'S**, the Austin 12 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041.

**1937-8-9** Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finch by Station, N.2. Tudor 2301-2.

**RAYMOND WAY**, the hire-purchase specialists, are still buying pre-war Austin 12, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines).

## AUSTIN FOURTEEN

**1939** Austin Goodwood saloon, exceptional cond., maroon, Tickford Ltd., 5, Upper St., Martins Lane, W.C.2. Temple Bar 3333.

**WALTER SCOTT, Ltd.**—1939 Austin 14 Goodwood de luxe saloon, black, brown hide, one owner, excellent throughout; £345.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914.

## AUSTIN SIXTEEN

**CAR MART, Ltd.**

**1948** Austin 16 saloon, radio, Ace discs, 3,000 miles; £1,025.

**1948** Austin 16 saloon, 4,000 miles; £985.

**1947** Austin 16 saloon, 10,000 miles; £850.

**1946** Austin 16 saloon, 23,000 miles; £695.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212.

**TOM GARNER, Ltd.**, offer

**1949** series Austin 16hp S.R. saloon, blue with brown leather, radio, Jackall, etc., 2,000 miles only.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6.

**H. A. SAUNDERS, Ltd.**, offer:—

**1949** Austin 16hp saloon de luxe, 7,700 miles, radio; £345.

**1948** Austin 16hp saloon de luxe, 8,700 miles; £395.

**H. A. SAUNDERS, Ltd.**, Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner). Hillside 0024.

**WARWICK WRIGHT, Ltd.**, offer:—

**1948** Austin 16hp saloon, blue, brown leather, 6,000 miles; £330.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761.

**H. A. SAUNDERS, Ltd.**, Radlett, offer:—

**AUSTIN 16**, first registered June, 1948, mileage under 5,000, one owner who had the car recoloured immediately after delivery, an immaculate car.

**H. A. SAUNDERS, Ltd.**, Radlett, Hert. Tel. Radlett 6167 and 5949.

**1948** Austin 16 saloon, black, speedo 8,000 miles, as new.

**1936** Austin 16 saloon, cast-iron wheels, new work, batteries, good engine and first-class bodywork; £195.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Glad 2334.

**CHARLES RICKARDS, Ltd.**, the house of standing and repute.

**1948** Austin 16hp saloon, black, 7,000 miles, one careful owner; heater and radio; £385.

**56** Baywater Rd., W.2 (near door to Lancaster Gate Tube Station), Tel. Paddington 1820.

**OCT. 1948** Austin 16hp saloon, blue with blue leather; 7,450 miles; radio; sunshine radio; £325.

**STRATFORD, Ltd.**, 40, Berkeley St., W.1 (Mayfair 4404).

**1948** Austin 16hp saloon, black with brown upholstery, in excellent condition; £795.

**SADL & SLATTER, Ltd.**, 44-46, Alderman's Hill, N.13. Pal. Gra. 1205/7175.

**1948** Austin 16 saloon, black, leather throughout, genuine 10,000 miles, one owner; £385.

**1946** (Nov.) Austin 16 as above, 17,000 miles, H.M.V. Radiomobile, exceptional car; £785.—Robbins, East Putney. Tel. 4581.

**1949** Austin 16 saloon, radio, practically as new.—Colin Haines, Ltd., 300, Bourdon St., W.1. Mayfair 2338.

**GORDON CARS (LONDON), Ltd.**—1949 (Jan.) Austin 16 saloon, black/brown leather, 11,000 miles.

**GORDON CARS (LONDON), Ltd.**—1948 Austin 16 G saloon, black/brown leather/cloth, 2,200 miles only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

**L. F. DOVE, Ltd.**, offer 1946 Austin 16 saloon, very good condition throughout; £695.—69, The Broadway, Wimbledon. Liberty 3456.

**1949** Austin 16, just out of covenant, 16,000 miles only; £395.—Simpson Motors, American Car Specialists, Tel. Wembley 3903.

**5200** miles, 1948 (Nov.) Austin 16hp saloon, black, leather trim; trade enquiries only, please.—Ernest Sutton, Cleve Hill, Glas. 95.

**1948** (Nov.) Austin 16hp saloon, black, brown leather, radio, heater, one owner, exceptional condition throughout; £685; also—

**1949** (Jan.) Austin 16hp saloon, black, brown hide throughout, radio, heater, 3,700 miles, as new throughout; £850, exchanges, deferred terms.—John S. Truscott, Ltd., 178, Westbourne Grove, W.11. Bays. 4274.

**PHILIP RICKARDS, Ltd.**, offer: 1948 Austin 16 saloon, blue leather, 7,000 miles, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3.

## AUSTIN SIXTEEN

**1948** Austin 16, mileage 3,000, wireless and heater, immaculate condition.—Basil Roy, Ltd., 17-18, Wigmore Place, W.1. Langham 7733.

**1936** model Austin 15.9hp Ascot saloon de luxe, an exceptionally well maintained privately owned car; £195.—Egham Motor Co., Egham. (7057)

**£225**—1935 Austin 16 7-seater, face-forward, enclosed drive limousine with division, must clear.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723.

**2000** authenticated miles, 1949 Austin 16; £375.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 3084-5-6.

**1946** Austin 16hp de luxe saloon, in exceptional condition, any trial; £725; exchange considered.—Kington Garage, Anlaby, nr. Hull. Tel. 48882.

**7900** authenticated miles.—1948 Austin 16 de luxe saloon, black, indistinguishable new, bargain.—Lionel H. Pugh, 13-14, Brooks Mews, W.1. Mayfair 4433.

**R. S. CURRIE & Co., Ltd.**, offer:—1948 Austin 16 saloon, black, brown leather, fitted heater and radio, low mileage; £325.—105, Westbourne Grove, Bayswater, W.2. Baywater 0065.

**1948** (Nov.) Austin 16 saloon, wireless, 6,000 etc., 8,000 miles, one owner, as new; £665.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146.

**1946** Austin 16 saloon, immaculate condition, one owner, heater, miles 16,000, ideal hire car terms arranged; £725.—Humphry, St. Ives, Clifton Rd., Worthing. Tel. 5275.

**£55** clean black coachwork and quiet engine, trial welcomed; terms quickly arranged; open 9-8 week-days, C. & S. Motors Ltd., Dudden Hill Lane, Newham. Clapton 8625-6.

**825** gns.—Austin 16 Dec., 1947, 4-door saloon, black, brown leather, one careful owner, small mileage, carefully used, exceptional condition; terms exchanged; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041.

## Austin Sixteen Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Austin 16 cars.—297, Euston Rd., N.W.1. Euston 1212.

**ROWLAND SMITH'S**, the Austin 16 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041.

**POST-WAR** Austin 16 required, cash payment.—P. Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

## AUSTIN EIGHTEEN

**R. C. MORTLAKE** offers:—

**1937** Austin 18 Chalfont limousine, division, face-forward seats, new set of tyres; also 1937 York 7-passenger saloon, one private owner, immaculate, blue, blue leather.

**1938** Windsor saloon, black, maroon leather, one private owner; 1939 16hp Norfolk saloon, one private owner, beautiful condition throughout; convenient hire-purchase terms.—253, Kensal Rd., W.10. Ladbroke 3155.

**1939** Austin 18 Windsor 7-seater

**CITY ALFREDS & CO., Ltd.**, 6-7, Warren St., W.1. Euston 3268.

**1939** Austin 18 limousine, face-forward occasional seats, blue leather throughout, splendid condition; £325.

**C. N.W.I. Euston 4466.**

**1936** Austin 18 saloon, hydraulic jacks; £140.—L. F. Dove, Ltd., 111-115, Addiscombe Road, Croydon. Addiscombe 3066.

**1938** 16hp Austin Iver 7-seater limousine with division.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. Gladston 2526.

**645** gns.—Austin 18 1938 Windsor 4-door 7-seater saloon, black, sliding head, brown leather, face-forward-occasional, one owner, excellent condition; exchanges.—Rowland Smith, below.

**395** gns.—Austin 18 1937 model Chalfont 7-passenger double enclosed limousine, black, blue leather, sliding partition, face-forward occasional, carefully used and in excellent condition; terms, exchanges.—Rowland Smith, below.

**265** gns.—Austin 18 1935 York 7-seater saloon, black, green leather, face-forward occasional, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041.

**AUSTIN 1937** 16hp Gordon limousine 7-seater, sliding head; rear red leather upholstery; owner driven; on blocks six years during war; included first offer over £600.—Cura, Water End, Hemel Hempstead, Herts. Tel. Watford 44.

**£445**—Austin 18hp Chalfont 7-passenger limousine, 1937, in excellent condition, with face-forward occasional seats nicely upholstered in real leather very clean interior glass division and full hire equipment, black coachwork nicely maintained, very good chrome and in outstanding mechanical order with quiet transmission and gear box, sustained oil pressure, and 5 really excellent tyres the spare being practically brand new; particularly recommended for its extreme economy on petrol; this car is absolutely ready to be put into immediate operation, and is offered with a comprehensive three months' written guarantee; discriminating hire concern cannot afford to miss this very outstanding bargain.

**CAMDEN MOTORS, Lake St., Leighton Buzzard.** Tel. 2881 & 3115; 24 other limousines in stock, also 250 other cars. Write for 18-page list, easy and confidential hire purchase facilities, part exchange, free delivery of any car anywhere in the United Kingdom. Near main line L.M.S. Station; frequent trains from Euston and Watford take only 50 mins. or from Coventry, Birmingham, Oxford, Cambridge, Nottingham and the North direct via Bletchley. By road only 2 miles off main A.5. Watling Street.

**SEVEN SEATERS** 1938/1939 Saloons, leather throughout, black, excellent tyres, certified mechanically, £765.

**LIMOUSINES** 1938/1939 Iver also Gordon partitioned Coachwork, 7-forward leather throughout, black, excellent condition—selected carriages, £865, Seen-Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair.

## AUSTIN EIGHTEEN

CASS'S MOTOR MART.—1937 Austin 18 Chalfont 7-seater, black, brown hide, superb condition; £595; written guarantee.—S. Warren St. Euston 4110. (4283)

## Austin Eighteen Cars Wanted

THE CAR MART, Ltd., wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. (0956)

1938 Austin 18 Saloon 5-seater wanted. Letters: Evans, 26, Sunny Hill, Hendon, N.W.4. (3398)

ROWLAND SMITH'S, the Austin 18 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. (0925)

7-SEATERS 1937/38/39 also Norfolk provisions required maximum paid. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. (5374)

AUSTIN 18hp 7-seater limousines and saloons wanted, good condition distance no object.—Green & Zonia, Ltd., 246-252, Deansgate, Manchester, 5. Tel. Deansgate 3325-6. (0877)

CRIPPS OF NOTTINGHAM urgently require all types 18 7-seater saloon and limousines.—R. Cripps & Co., Ltd., the Midlands limousine specialists. Parliament St., Nottingham. Tel. 44558. (0552)

## AUSTIN TWENTY

LIMOUSINE 1938 Mayfair, partition, 7-forward, black, privately owned, superb condition. £895. Alpe & Saunders, Providence Court, Grosvenor Square. 2941. Mayfair. (7444)

## Austin Twenty Cars Wanted

THE CAR MART, Ltd., wish to purchase Austin 20 cars.—297, Euston Rd., N.W.1. Euston 1212. (0957)

ROWLAND SMITH'S, the Austin 20 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. (0925)

7-SEATER Limousines 1937/1938—also 28hp—details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. (5375)

## AUSTIN A125 and A135

AUSTIN Sheerline 1949, 5,000 miles, perfect condition; any reasonable offer accepted.—Barkrover, 22, Old Shoreham Rd., Hove, 4. Sussex. (7813)

GORDON CARS (LONDON), Ltd.—1949 (Jan.) Austin Sheerline saloon, reg. 8,000 miles, new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. (7200)

## Austin A125 and A135 Cars Wanted

WANTED, Austin Sheerline, lowest price.—Dr. F. W. Schofield, 100, Radbourne St., Derby. (7601)

## AUSTIN MISCELLANEOUS

REGIONAL DISTRIBUTORS.

HIRE car and limousine specialists.

WRITE for details and location of cars to SALES Dept.: 45, South Audley St., London, W.1.

TANKARD & SMITH, Ltd., offer the choice of many Austin 8, 10, 12 and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd S.W.3. Tel. Finsbury 4801-3. (0574)

£175—Austin 7-seater, enclosed drive, leather upholstery throughout, car as new, just had £100 spent on car a few months ago, new batteries, registered 1930.—Kington Hill Motor Works, Kington Hill, Surrey. Kington 3116. (7475)

## Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0926)

G. O. NORMAN & Co.,

AUTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6. (0574)

DOBSON'S Ltd., Staines, Middx., Tel. 801, are cash buyers of good Austin cars of all types. (6530)

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. (7516)

WYBOLDGE AUTOMOBILES, Ltd., the Austin distributors urgently require late type Austins.—Tel. Weybridge 233. (0541)

AUSTIN 8, 10, 12 and 16hp saloon; late models wanted urgently cash.—Rawlings Bros., Ltd., 87 Cromwell Rd. S.W.7. Gro. 8161. (0416)

1938/39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16 Trinity Gdns., S.W.9. Brixton 4011. (0813)

SPINKS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Austins, all models.—Popegrove 1035. (1592)

URGENTLY wanted, good condition Austin cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. (2437)

URGENTLY required, all models Austin cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Baywater 0136-7-8. (1059)

## Austin Spares and Service

NORMAND, Ltd.,

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3655. (0226)

THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6300 and at 16, Uxbridge Rd., Ealing, W.5. Ealing 6717. (0160)

G. O. NORMAN & Co.

AUTHORIZED Austin dealers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London S.W.1. Victoria 7611-4. (0574)

## Austin Spares and Service

FOR Austin, muoguards, running boards, 1931-39.—Brooks, 85, Queens Rd., Brighton (0392)

S. G. SMITH MOTOR, Ltd., for Austin spares and service.—13/19, East Dulwich Rd., S.E.22. New Cross 4444. (8053)

AUSTIN reconditioned engines and gear box units, also spare parts for all models.—Sands, The Austin Centre, Bournemouth, Bournemouth 94. (0305)

BROCKHURST GARAGE.—Harrow agents for Austin sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimadyske 561. (0203)

AUSTIN 7 spares, any year, any part, largest stockings in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop 2832, 2820. (0679)

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22676. (0285)

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 14, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Austin owners. Mayfair 5242. (0967)

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. (0414)

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—37, Acre Lane, S.W.2. Brixton 3116. (0184)

## BENTLEY (3½ &amp; 4½-litre)

H. R. OWEN, Ltd.,

LONDON's leading retailers of Bentley and Rolls-Royce cars, offer the following from their carefully selected stock:—

1948 Bentley Mark VI standard saloon by Bentley Motors. (Ref. H.3668.) (0414)

1947 Bentley Mark VI 2-door razor edge sports saloon by James Young. (Ref. H.2032.) (0285)

1939 Bentley 4½-litre sedan coupé by Gurney Ward. (Ref. H.2805.) (0414)

1938 Bentley 4½-litre 4-door sports saloon by Park Ward. (Ref. H.3301.) (0414)

1937 Bentley 4½-litre 4-door saloon by Park Ward. (Ref. H.3615.) (0414)

1935 Bentley 3½-litre sedan coupé by H. J. Mulliner. (Ref. H.3617.) (0414)

1935 Bentley 3½-litre 4-door saloon by H. J. Mulliner. (Ref. H.3514.) (0414)

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number to:—

H. R. OWEN, Ltd.,

PROUD members of the Swain Group.

17, Berkeley St., London, W.1. Mayfair 2933 (6 lines).

ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7. (0414)

H. OFFMANN'S of Halifax.

MEANS cars of distinction.

1936 Bentley 4½-litre razor edge sports saloon by Freestone & Webb. (Ref. H.3638.) (0414)

1936 Bentley 4½-litre saloon by Park Ward. (Ref. H.3590.) (0414)

1936 Bentley 4½-litre sports saloon by Barker. (Ref. H.3741.) (0414)

1935 Bentley 3½-litre sports saloon by Park Ward. (Ref. H.3391.) (0414)

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number to:—

H. OFFMANN'S of Halifax

PROUD members of the Swain Group.

OPEN 9 a.m. to 7 p.m. (week-days).

H. OFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944 (10 lines). (7177)

RIPPON.

RIPPON BROS. Ltd.,

NORTHERN Bentley Specialists.

1948 Mark VI standard sports saloon, 10,000 miles only.

1947 Mark VI standard sports saloon, immaculate condition.

1939 Bentley 4½-litre with overdrive, fitted special sports saloon by Rippin.

1938 Bentley 4½-litre, fitted special high vision saloon by H. J. Mulliner.

1934 Bentley 3½-litre special streamlined sports saloon by Park Ward.

FOR further particulars contact the official Bentley dealers.

RIPPON BROS. Ltd. Huddersfield 6340 (5 lines). (0906)

CAR MART Ltd.

1948 Bentley Mark VI steel saloon, 9,000 miles; £3,750.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (7300)

J. MARSHALL offers:—

1935 del. 3½-litre Bentley sports saloon by Vandenberg, excellent condition; £795. (1165)

J. MARSHALL, 869, St. Albans Rd., Watford. (1165)

PHILIP RICKARDS, Ltd., offer: 1948 Bentley Mark VI saloon black-beige, 2,300 miles.—4, Brick St., Park Lane, London W.1. Gros. 4772-3. (7385)

## BENTLEY (3½ &amp; 4½-litre)

JACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley; Stock List of used models on request to 12-13, St. George's Sq., London, W.1. (0067)

JACK OLDING, of Mayfair.

OFFICIAL Bentley and Rolls-Royce retailers.

OFFER:—

MARK VI Bentley standard saloon, finished in black with brown leather upholstery, moderate mileage, first registered April, 1948.

MARK VI Bentley standard saloon, finished two shades of grey with light blue leather upholstery, first registered April, 1948.

4½-litre Bentley steel saloon by Park Ward, moderate mileage, first registered January, 1937, special luggage accommodation, black, with green leather.

UDLEY House, North Audley St., W.1.

MAYFAIR 5242-3-4. (7512)

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.

1948 (D.C.) Bentley Mark VI standard steel saloon, grey leather upholstery, 19,000 miles, maintained by us since new, one owner, in beautiful condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington S.W.7. Tel. Kensington 6642 (5 lines). (5721)

MANN EGERTON & Co., Ltd., offer:—

Bentley Mark VI standard saloon, December, 1948, steel grey with blue leather upholstery, 13,000 miles, immaculate condition throughout.

Bentley 4½-litre (overdrive), 1939, black with blue leather upholstery, extra disc, extra disc, extra disc, super discs, spare wheel cover, press button radio, tailored loose covers, etc.

14, Berkeley St., W.1. Regent 2073. (7190)

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Bentley Mark VI saloon, 28,000 miles; £3,450.—Forsmouth Rd., Thames Ditton, Esherbrook 4343. (5522)

LARGE stock of 3½-4½-Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 2933 (6 lines). (0414)

CHARLES POLLETT, Ltd., accredited Bentley and Rolls-Royce retailers and repairers, offer:—

1948 Mk. VI all-steel saloon black, grey leather, one owner, 6,800 miles, as new; £3,850.

Bentley 3½-litre 1935 Park Ward standard saloon, black, beige leather, Ace discs, excellent condition; £1,295.

18, Berkeley St., W.1. May. 6266. (0414)

SERVICE Works and Stores, 12, Wellesley Av., W.6. Riv. 1413. (7229)

1935 3½-litre Bentley owner-driver by Park Ward; £1,295.—British Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (7258)

3½-litre 1935 Bentley Park Ward sports saloon, rear 34 boot, excellent condition; only £1,175 for quick sale.—The Bucks Motor Co., Ltd., Aylesbury 164-5. (6404)

NEW and secondhand Bentley cars on exhibition at Hooper & Co. (Coachbuilders), Ltd., 54, St. James's St., S.W.1. Official retailers for Rolls-Royce and Bentley cars. (8904)

1935 delivery 3½-litre Bentley Thrupp and Maberly sports saloon.—Paddon Bros., Ltd., 60, Chesham Place South Kensington S.W.7. (Ken. 9477-8). (6029)

Bentley 4½-litre Barker drop head coupé July, 1937, new hood, tyres only 58,000 miles complete with seat covers and radio, excellent condition; £1,500.—Tel. Ilford 1153. (7221)

Bentley 3½-litre 1935 sports saloon body by Park Ward, colour black with grey leather upholstery, Rolls-Royce chauffeur maintained, and in very good condition.—Box 1852. (7123)

Bentley 4½-litre saloon, registered March '37, P. Thrupp and Maberly body, two spare wheels, serviced by Bentley, a beautiful car in excellent condition, owner buying new Bentley; can be seen by appointment, London or Hants.—Write Box 1952. (7826)

1948 Bentley Mk. VI 2-door semi-rasor edged saloon by Freestone & Webb, finished in black with blue hide upholstery, one careful owner only, absolutely perfect and immaculate and complete with all latest modifications by Brayshaw & Carr, Ltd., Hunnam Court, Charles St., Leicester. Tel. 80432. (4274)

VINCENTS OF YEovil, Somerset, having obtained the consent of the B.M.T.A., have for disposal on behalf of a client a 1949 Mark VI Bentley, fitted with drop head coupé body by Park Ward & Co., Ltd., this car is absolutely as new having completed under 3,000 miles; it is fitted with several extras, including latest screen washer, main electric engine heater and battery; enquiries to Vincent Motor Works, Yeovil. Tel. 1287. (7597)

Bentley 3½-litre, fitted with very handsome four-seater three-position drop head coupé by Thrupp & Maberly, in cream with wine mohair hood and hide upholstery and wing piping to match, extras include built-in radio, car heater and de-mister, automatic screen washer, main electric engine heater and battery; chaser; first registered in this country 1947, £10 tax; £2,300; one previous owner, late property of Australian Naval Commander; would exchange for 1947 saloon.—Heron, 40, Stroud Ave., Winton, Bournemouth. (7635)

BENTLEY (other than 3½ & 4½)

SPEEDSTERS, Ltd.—Specialists in reconditioned O'd School Bentleys.—Cross Oak Lane, Salfords, nr. Redhill Surrey. Horley 628. (7234)

RED Label Bentley 1926, new body, batteries, wiring, 6 types 2400 overhaul, examination, photos forwarded with details and history; £700, or offers.—Box 1849. (7111)







**CITROEN**

**H. W. MOTORS Ltd.** the Citroen specialists offer:-

**1948** Light 15 saloon de luxe, silver, alloy, red leather, one owner; £235.  
**SUPPLIED** and maintained by ourselves the above is highly recommended; part exchange and deferred terms.  
**W. MOTORS Ltd.** Walton-on-Thames 783 and 1437 (4862)

**ACE SERVICE STATION (LONDON), Ltd.**, the Citroen distributors offer:-  
**1946** Citroen light 15 saloon, black; £250.

**1938** Citroen light 15 de luxe saloon, colour maroon, reconditioned by us throughout at a cost of £130, thoroughly recommended; £200.  
**NORTH Circular Rd., Stonebridge Park, N.W.10.** Elgar 5585 (5 lines). (7293)

**12hp** Citroen saloon, exceptionally smart, in metallic grey and blue, very good throughout; £240.  
**WADCOL MOTORS, 150, West End Lane, N.W.6.** Hampstead 1177. (7064)

**1947 (Sept.)** Citroen Light 15 saloon, indistinguishable from new, very small mileage; £250.  
**WADCOL MOTORS, 150, West End Lane, N.W.6.** Hampstead 1177. (7063)

**CITROEN** super traction roseangart drop head fourseater L.H.D., in perfect condition; price £2600.-A. H. Gold & Sons, Welwyn, Herts. Codicote 227. (6845)

**1947** Citroen saloon, fitted sprung steering wheel, chrome hub caps, nearly new tyres; £725.  
**Working Motors (Maybury Hill), Ltd., Woking 1928.** (4136)

**CITROEN** Light 15 4-door de luxe saloon, reconditioned throughout, recoloured, rechromed, immaculate car; £475.  
**Morton Garages, 61, Albert Embankment, S.E.1.** Reliance 4016. (2644)

**1947 (April)** Citroen, radio and many attractive extras, black, chromium waistline moulding, one owner, maintenance carried out by makers, a really exceptional car; £710; also:-  
**1946 (July)** Citroen 15 saloon, black, maroon leather interior, sun roof and full equipment, one owner, excellent well kept throughout; £665; exchanges, deferred terms. **John S. Truscott, Ltd., 173, Westbourne Grove, W.11.** Bays. 4274. (7502)

**1939** Citroen Twelve saloon, French model, but r.h. drive, spoked wheels, recoloured maroon, with covers and new chrome hub caps; mechanically excellent; £395.  
**CONTINENTAL CARS, Ltd., Portsmouth Rd., Sand. Surrey.** Ripley 3122/3. (5135)

**1935** Citroen 12hp sunshine saloon, reconditioned throughout, very smart and economical, thousands of miles of reliable motoring still left; £210.-  
**To be seen at Stourcliffe Close Garage, Stourcliffe St. W.1.** Paddington 5238 (6214)

**Citroen Cars Wanted**

**C. G. NORMAN & Co.,**  
**CITROEN** distributors for the County of London.

**BUYERS** of low-mileage Citroen cars.-46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.  
**F.B. MOTORS Ltd**

**CITROEN** distributors for Kingston area.  
**REQUIRE** low mileage post-war Citroens.

**KINGSTON By-Pass, Esher, Esherbrook 3000.** (10505)

**ACE SERVICE STATION (LONDON), Ltd.,**  
**PURCHASE** for cash all Citroen cars.

**NORTH Circular Rd., Stonebridge Park, N.W.10.** Elgar 5585 (5 lines). (7674)

**CASH** immediately for good Citroen.-H. F. Edwards, 25, Upper High St., Epsom 9400. (7559)

**POST-WAR** Citroen required, cash payment.-Morley, 54, Streatham Hill, S.W.2. Tulsa Hill 4488. (10853)

**W. MOTORS, Ltd.,** always require first-class Citroens. Tel. Walton-on-Thames 783 and 1437. (4863)

**ROWLAND SMITH'S,** the Citroen buyers.-Hampstead High St. (Hampstead Tube). Ham. 6041. (7506)

**Citroen Spares and Service**

**BRING** your used cars to the Citroen specialists; we will recondition as new.  
**THE HEADQUARTER MOTOR & ENG. CO., Ltd., 8, Otley Rd. Leeds.** Tel. 53627-3. Grams. Trubie. (10746)

**CITROEN.**-We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.-Barnehurst Garage, Ltd., Bexleyheath 725. (10746)

**BOWES ROAD GARAGE & ENGINEERING CO., Ltd.,** Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr.; all spares stocked. (2668)

**DAIMLER**

**CAR MART Ltd.**  
**1940** Daimler 4 1/2-litre 7-seater limousine by Hooper, maintained by manufacturers; £1,250.  
**CAR MART, Ltd., 320, Euston Rd. N.W.1.** Euston 1212. (7301)

**TOM GARNER, Ltd.,** offer  
**1948** Daimler foursome drop head coupe, grey with red leather, Radiomobile, heater and many extras, 8,500 miles only.  
**1947** Daimler 2 1/2-litre saloon, blue with blue leather, 6,000 miles only.  
**TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2.** Blackfriars 9265-6. (7068)

**C. MORTLAKE** offers:-  
**1937** E.L. series 24hp Daimler limousine leather upholstery, privately owned.-253 Kenal Rd. W.10. (5996)

**1946** 2 1/2-litre Daimler saloon, in grey and blue, small mileage, an attractive car.  
**LANCEFIELD COACHWORKS, Wrenfield Place, Herts. St. W.10.** Ladbroke 2313. (7596)

**1937** recently new engine, reliable car.  
**HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., W.2.** Paddington 0022. (5600)

**DAIMLER**

**STRATSTONE, Ltd.,** for Daimler Cars.

**1948** Daimler 2 1/2-litre saloon, black with red leather, 7,000 miles; immaculate; £1,575.  
**1946** Daimler 2 1/2-litre saloon, maroon with red leather; performance and appearance equal to new; £1,125.

**1948** Daimler 36hp straight 8 touring limousine by Hooper, as new; £2,575.  
**1937** Daimler 32hp limousine, black with cloth; 2 face-forward occasional; division; Ace discs; beautifully kept; £1,250.

**1938** Daimler 2 1/2-litre limousine, black with red leather upholstery; carefully maintained in private ownership; £975.  
**STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404).** Service: 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464). (7156)

**1937-38** Daimler 17 saloon, cream clean wheels, condition perfect; £415.-Craymore, Tel. 2040 Potters Bar. (4822)

**DAIMLER 1930** 25/35, 7 seats, good condition; £1,115.  
**Harvey, 34, Mount Pleasant Crescent, London, N.4.** Archway 2514. (7694)

**CENTRAL GARAGE, Croydon,** offer 1938 Daimler 2-litre saloon, black, red leather; £650.-Central Garage, Tel. Croydon 1042. (6928)

**DAIMLER 16.2hp** Mulliner 4-seater, 2-door coupe, colour black, good condition, first registered Jan. 1938, for sale; offers invited.-Box 1855. (7130)

**DAIMLER 15hp 1934** sun saloon, ex. cond., 5 new tyres, petrol from Oct. 49, first £150 secured.-"Villidawn," Wivenhoe, Essex. Wiv. 450. (7592)

**1939** Daimler 4-litre Straight Eight, entirely new body designed and built by Alfa Romeo, Italy, completed 1949, a most interesting car; £1,250.  
**GEORGE NEWMAN & Co., 369, Euston Rd., London.** Euston 4665. (7263)

**1939** E.L.24 Daimler limousine, privately owned, absolutely indistinguishable from new.-J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. (5242)

**DAIMLER 1939** 2 1/2-litre saloon completely overhauled and cellulosed at cost of £400; price £550, licensed.  
**-17, Abbotleigh Rd., S.W.16.** Tel. Streatham 7650. (7109)

**R. S. MEAD** offers Daimler 1938 20hp saloon, one owner only, low mileage, immaculate condition; £425.-14, Mad. 42, Queen St., Maidenhead. Tel. Maidenhead 2662. (7301)

**£215**.-Daimler 15 fixed head coupe, 1936 model, finished in black, a very attractive car in immaculate condition with coachwork by Mulliners, a car for the motorist who wants something different.  
**G. S. MOTORS, 336, New Cross Rd., London, S.E.4.** M. Tideway 3779. (6460)

**DAIMLER 2 1/2-litre, Aug. 1948,** 4-door saloon, finished Navy blue, blue leather upholstery, mileage 8,500 one owner, cost nearly £2,000, offered at £1,595 by The Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. (6509)

**£225**.-1935 Daimler 15 de luxe saloon, late production, very well known M.P.; perfectly maintained and in superb condition.-Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station). Ambassador 1051-2. (7147)

**1926** Daimler landaulette 7-seater, in lovely condition throughout, 5 new tyres, in perfect running order; open to offers.-Bridge, 295, Wimbledon Park Rd., S.W.19. Put. 5076. (7600)

**£195**.-1938 Daimler 7-seater 7-passenger limousine; one owner since new; immaculate; colour black, leather front, cloth rear.-Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station). Ambassador 1051-2. (7147)

**245** gns.-Daimler 15 1936 de luxe 4-door saloon, black, sliding head, maroon leather, pre-selector, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.-Rowland Smith's, Hampstead (Hampstead Tube), Hampstead 6041. (7761)

**1938** (Nov.) Daimler 3 1/2-litre straight 8 saloon, James Young body, genuine 59,000 miles; engine overhauled 2,000 miles; sea blue and black with blue upholstery; immaculate; spotless condition.-Offers to The County Garage, Gerrards Cross 2279/3725. (7131)

**1940** Daimler 24hp unregistered, unused, believed to have only done 120 miles; excellent condition; Webb body, 4-light saloon, red hide interior; this car has no scratches or blemishes on any part; £1,500, or will exchange for American car.-Simpsons Motors, American Car Specialists, Tel. Wembley 7103. (6477)

**£785** Straight Eight partitioned black limousine, condition, exceptional occasional, magnificent condition, exceptional occasional. Below  
**LIMOUSINE 1939/8-cyl-32hp** Barker, partition, 7-l forward, black, beautiful condition, genuine 14,000, exceptional. Seen:-Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. (7447)

**Daimler Cars Wanted**

**CAR MART, Ltd.,** wish to purchase Daimler cars.-150, Park Lane, W.1. Grosvenor 5435. (7059)

**REQUIRED** Daimler limousines.-J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. (2569)

**O'RWLAND SMITH'S,** the Daimler buyers.-Hampstead High St. (Hampstead Tube). Ham. 6041. (7506)

**LIMOUSINE** Modern 24hp-32hp required. Details to please:-Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. (7447)

**Daimler Spares and Service**

**CROYDON**.-Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service. Kidderminster Rd., Croydon 5775. (7694)

**DAIMLER** and Lanchester spares.-Large stock of spares for most models; specialists in spares, unit gaskets etc. for the Daimler diesel valve series.-Allens Vauxhall Rise, Clapham S.W.4. Macaulay 4159 and 4874.

**DELAGE**

**19hp** Delage D6 saloon 1932, one owner, perfect condition, new tyres, taxed; offers.-Box 1966. (7830)

**Delage Spares and Service**

**UNIVERSITY MOTORS, Ltd.,** 7, Hertford St., London W.1. Delage specialists; all facilities and repair factory trained staff to carry out mechanical, electrical and coachwork repairs; large stocks of genuine spares.-Tel. Grosvenor 4141. (0501)

**Delage Spares and Service**

**SELBORNE (MAYFAIR), Ltd.**

**RAPID repairs and parts for Delage.**  
**SOLE** concessionaires for Great Britain, etc.  
**HEAD** office 82, Park St., W.1. (2408)

**Delahaye Spares and Service**

**SELBORNE (MAYFAIR), Ltd.** (Incorporating Selborne Motors, Ltd., established 1926).  
**SOLE** concessionaires for the famous Delahaye cars.  
**U.S.A.** and other overseas enquiries invited.  
**HEAD** office Regional House, 82, Park St., W.1. (2407)

**D.K.W.**

**NEAREST 4175**.-1938 D.K.W. 8hp cabriolet, rebored, new hood, etc., owner migrating; met self.-Woodhead, 55, Harrison St., Barnoldswick, Colne, Lancs. (7630)

**B. & M. GARAGES, Ltd.,** for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.-B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. (10016)

**D.K.W. Spares and Service**

**NEW** big-ends and mains fitted to D.K.W. crankshafts.  
**C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction, Bat. 0871.** (10066)

**DODGE**

**1948** Dodge 4-door saloon, radio and heater, 1.1h drive, 20,000 miles.-British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. 3588. (7276)

**LIMOUSINE 1939/26hp** Double Enclosed, forward gear, black, black private, immaculate. £295.  
**A. & Saunders, Providence Court, Grosvenor Square, Mayfair-2941.** (7448)

**Dodge Cars Wanted**

**DODGE** command car or jeep wanted, good condition essential, state lowest cash price.-Dickson, 243, Newhaven Road, Edinburgh. (7104)

**Dodge Spares and Service**

**DODGE** specialists, repairs, spares, exchange engine convertible saloon.-L. A. Mitchell (Motors), Ltd., Balham High Rd., London, S.W.12. Tel. Balham 2234. (3062)

**FIAT**

**£240** snip.-1938 Fiat 500 2-door saloon, engine rebored, new carbs, needs running in.-Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 516. (7650)

**1938** Fiat 500 convertible coupe, £195; 1939 4-cyl. cabriolet, new sv. £285; another, duo blue sv carburettor, Deico Rimy distributor, £295; all reconditioned.  
**DERRINGTON'S,** the leading Fiat specialists, 159, London Rd., Kingston-on-Thames, Tel. 5621-2. (103)

**£85**.-1930-1 Fiat 20, de luxe saloon, leather, immaculate.-Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2. (Paddington Station). Ambassador 1051-2. (7147)

**FOX & NICHOLL, Ltd.,** have 1939 Fiat 500 models, 2- and four-seaters; also 1100 drop head coupe; rebuilt 500 engines usually available; spares and service specialists.-Kingston By-Pass Rd. Derwent 1122. (0242)

**MAYFAIR GARAGES, Ltd., 1940** model, 500 4-seater saloon, almost new tyres, nominal mileage, carefully used, excellent condition throughout, 3 months' guarantee mechanically; 325 guineas.-Below.

**MAYFAIR GARAGES, Ltd.,** 1938 500 convertible coupe, blue, hide upholstery, good tyres, Fram, carefully maintained, very smart car, 3 months' guarantee mechanically; 255 guineas.-Below.

**MAYFAIR GARAGES, Ltd.,** 1938 500 convertible coupe, black, blue leather, good tyres, excellent condition throughout, 3 months' guarantee mechanically; 255 guineas.-Below.

**MAYFAIR GARAGES, Ltd.,** choice of 10 Fiat 500's, send for list, particulars of hire purchase and Autocar road test report.-Below.

**MAYFAIR GARAGES, Ltd.,** Fiat repairs and renovations by skilled fitters.-Below.

**MAYFAIR GARAGES, Ltd.,** Balderton St. (opp. Selfridges) clock, Mayfair W.1. Mayfair 5104/5. (7179)

**Fiat Cars Wanted**

**CAR MART, Ltd.,** wish to purchase Fiat cars.-350, Euston Rd., N.W.1. Euston 1212. (0960)

**ROWLAND SMITH'S,** the Fiat buyers.-Hampstead High St. (Hampstead Tube). Ham. 6041. (0933)

**MAYFAIR GARAGES, Ltd.,** Balderton St. (opposite Selfridges), W.1. Mayfair 5104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call. (7448)

**Fiat Spares and Service**

**REPAIRS** and front suspension exchange, reasonable prices.-10, Winchester Mews, N.W.3. Pri. 2647. (0197)

**FIAT (ENGLAND), Ltd.,** Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.-Tel. Perivale 5651. Grams: Fiat, Wembley. (0909)

**FIAT 500, 1100 and 1500**, full range of spares, reconditioned engines, gear boxes, suspensions, dynamo starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing all models.-Derrington, 159, London Rd., Kingston 5621-2. (3230)

**FORD (S. H.P.)**

**HAROLD PERRY, Ltd.,** main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**FORD 1947** 8hp Anglia saloon, black with brown leather-cloth upholstery, 21,000 miles but in immaculate condition throughout; £465.-Ref (F). (7499)

**HAROLD PERRY, Ltd.,** main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1946** Ford Anglia, one owner; £385.-Montrose Motors, 91, Epping New Rd., Buckhurst Hill. Buc. 5175. (7663)

## FORD (8 h.p.)

**CAR MART, Ltd.**  
**1948** Ford 8hp Anglia saloon, 5,000 miles; £585.—  
 Car Mart, Ltd., 150, Park Lane W.1. Gros-  
 venor 3434. [7302]

**PERRY'S of Harrow offer:—**

**EXCELLENT** selection of rebuilt 8hp and 10hp  
 saloons available for immediate use, all fully guaran-  
 teed. Tel. Harrow 1031/2.—W. Harold Perry, Ltd.,  
 Station Bridge, Wealdstone, Harrow, Middlesex. [0099]

**H. A. SAUNDERS, Ltd., offer:—**

**1948** Ford 8 Anglia saloon, 6,300 miles; £495.

**1949** Ford 8 Anglia saloon, 4,900 miles; £525.

**H. A. SAUNDERS, Ltd., Austin House, High Rd.,**  
 North Finchley (100 yds north of Tally Ho! Corner).  
 Hulse 0024. [7411]

**PALMER'S MOTORS, Ltd., offer:—**

**1947** Ford Anglia, as new; £435.—53, York St.,  
 Twickenham. Popesgrove 1890, 7087. [7720]

**WEMBLEY COURT MOTORS offer:—**

**1948** Ford 8 saloon, just out of covenant, fawn, one  
 owner; £495.

**1937** Ford 8 saloon, black, in very good condition  
 throughout, any trial; £185.—High Rd.,  
 Wembley. Arnold 5221-2. [7580]

**COOMBS & SON (GUILDFORD), Ltd., offer:—**

**1947** (Oct.) Ford 8 Anglia saloon, 7,000 miles,  
 black with red leather, mechanically perfect, an-  
 teed; £430.—Forthampton Rd., Guildford. Tel. 7287

**DAGENHAM MOTORS, Ltd., Ford main dealers.**

**1948** Ford 8hp Anglia saloon, black, 2,300 miles.

**1948** Ford 8hp Anglia saloon, black, 9,000 miles.

**1948** Ford 8hp Anglia saloon, black, 5,900 miles.

**1947** Ford 8hp Anglia saloon, black, 12,000 miles,  
 choice of two.

**56** Park Lane, W.1 (Regent 4866). 374, Ealing Rd.,  
 Alport, Middx. (Perivale 3588), and 8 & 12,  
 Sankey Rd., Catford S.E.6 (Hither Green 4821). [7517]

**1949** Ford 8 Anglia saloon, 2,700 miles, as new.

**1939** Ford 8 saloon, recoloured and in first-class  
 condition throughout, offered with our 3  
 months' guarantee; £295.

**FERRARIS OF CRICKLEWOOD, Ltd., 200-220,**  
 Cricklewood Broadway, N.W.2. Glad. 2234. [6102]

**GATEHOUSE offer 1939 Ford 8 saloon, immaculate**  
 condition; £295.

**GATEHOUSE MOTORS, Ltd., Highgate Village, Lon-**  
 don, N.8. Mountview 4444. [7374]

**1947** (Nov.) Anglia, black, green leather. First-  
 class condition and appearance.

**HAMILTON MOTORS (LONDON), Ltd., 466-490,**  
 Edgware Rd., W.2. Paddington 0022. [5598]

**1100** (one thousand, one hundred) miles.—Ford  
 Anglia (January, 1949), one owner; £595.

**LAMB, Ltd., 229, Southwood Rd., Wood-**  
 ford Green, Essex. Tel. Wantstead 0123 (8 lines). [7326]

**1948** Ford Anglia (Nov.), 11,000 miles, as new;  
 £480.—Pentliffe Service Garage, London  
 Rd., Guildford. Tel. 5326. [7142]

**330** miles.—1949 Ford Anglia saloon.—British &  
 Colonial Motors, Ltd., Upper St. Martin's  
 Lane, W.C.2. Tem. 5588. [7263]

**RTHEUR E. GOULD, Ltd., 290-322, Regent St., W.1.**  
**A** Langham 1954-5.—1946/8 Ford Anglia saloons,  
 low mileage, all guaranteed; also earlier models. [5367]

**5000** authenticated miles, 1949 Ford Anglia; £550.  
 Langham 1954-5.—1946-8 post-war Prefect saloons  
 on mileage, all guaranteed. [7392]

**1947** Ford Anglia saloon, black with brown leather  
 cloth upholstery, in really first-class condition.  
 4440.—Blue Star Garages, Ltd., 617, Finchley Rd.,  
 N.W.3. Ham. 2255. [7254]

**195** gns.—Ford 8 1936 saloon, black, very good con-  
 dition.—Terms, exchanges; list, open 9-7 week-  
 days and Saturdays.—Rowland Smith, Hampstead  
 (Hampstead Tube). [7762]

**155** gns.—Ford 8 saloon, 1937, smart, really excel-  
 lent condition, choice of two, any trial; also  
 1934 at £115.—G. P. (Balham), Ltd., 2c, Balham Hill,  
 S.W.12 (100 yds. Clapham South Tube). Batt. 3117. [5149]

**£145**.—Ford 8 1936 saloon, no rust, sound body,  
 taxed and insured to May.—Abbey Autocar  
 rear of 44-46, Chase Side, Southgate (near Tube).  
 Palmers Green 4540 or Waltham Cross 3838 evenings. [7685]

## Ford Eight Cars Wanted

**GATEHOUSE MOTORS** are regular buyers of good  
 clean Ford 8 cars.

**GATEHOUSE MOTORS, Ltd., Highgate Village, Lon-**  
 don, N.8. Mountview 4444. [7376]

**ROWLAND SMITH'S**, the Ford 8 buyers.—Hampstead  
 High St. (Hampstead Tube). Hampstead 6041. [10934]

**DAGENHAM MOTORS, Ltd., main dealers, purchase**  
 Ford 8hp cars for cash.—56, Park Lane, London,  
 W.1. Regent 4866. [10588]

**RAYMOND WAY**, the hire-purchase specialists, are  
 still buying Ford 8, and have unlimited cash  
 available.—Canterbury Rd., Kilburn, N.W.6. Maids  
 Vale 6044 (10 lines). [5134]

## FORD (10 h.p.)

**CAR MART, Ltd.**  
**1948** Ford 10hp Prefect saloon, leather uphol-  
 stery, 7,000 miles; £575.—Car Mart, Ltd.,  
 320, Euston Rd., N.W.1. Euston 1212. [7303]

**J. CORTON, Ltd.,**

**FROM** £565.—1948 Ford Prefect saloons (first regis-  
 tered January, 1949), in really first-class condition,  
 small mileages, immaculate condition mechanically guaran-  
 teed.—139-149 Fulham Rd., S.W.3. Ken. 1410. [7393]

**1939** Ford 10 Prefect tourer, the whole car and  
 wheels, screens as new, £285.

**NUTT MOTORS, 43, North Rd., Brighton, 1. Tel.**  
 Brighton 5501. [7749]

**1948** Ford Prefect saloon, leather upholstery, mile-  
 age 8,500, excellent condition, best offer.  
 Box 1840. [7046]

## FORD (10 h.p.)

**W. HAROLD PERRY, Ltd., main Ford dealers, Invicta**  
 Works, 279, Ballards Lane, North Finchley, N.12.  
 Tel. Hulse 4444.

**1948** 10hp Ford Prefect saloon, black with red  
 leather upholstery, under 10,000 miles, in  
 immaculate condition; £625.—Ref. (D.)

**1948** 10hp Ford Prefect saloon, black with leather  
 upholstery, 10,000 miles only, an exceptional  
 car; £615.—Ref. (C.)

**1947** 10hp Ford Prefect saloon, grey with cloth  
 upholstery, loose covers fitted, very nice car;  
 £525.—Ref. (E.)

**1947** 10hp Ford Prefect saloon, black with leather  
 upholstery, 7,000 miles only, perfect condi-  
 tion; £595.—Ref. (B.)

**1947** 10hp Ford Prefect saloon, black with red  
 leather upholstery, 14,000 miles, in excellent  
 condition; £550.—Ref. (A.)

**W. HAROLD PERRY, Ltd., main Ford dealers, In-**  
 victa Works, 279, Ballards Lane, North Finchley,  
 N.12. Tel. Hulse 4444. [7451]

**PERRY'S of Harrow offer:—**

**EXCELLENT** selection of rebuilt 8hp and 10hp  
 saloons available for immediate use, all fully guaran-  
 teed. Tel. Harrow 1031/2.—W. Harold Perry, Ltd.,  
 Station Bridge, Wealdstone, Harrow, Middlesex. [0100]

**C. WILMSHUB, Ltd., offer:—**

**1948** (August) Ford Prefect 4-door saloon, black  
 with red leather, 3,000 miles, quite un-  
 marked; £595.—Admiralty—312, Earls Court  
 S.W.5. Fremantle 8401/2. [7246]

**H. A. SAUNDERS, Ltd., offer:—**

**1949** Ford 10 Prefect saloon, 7,000 miles; £625.

**H. A. SAUNDERS, Ltd., Austin House, High Rd.,**  
 North Finchley (100 yds north of Tally Ho! Corner).  
 Hulse 0024. [7412]

**DAGENHAM MOTORS, Ltd., Ford main dealers.**

**1949** Ford 10hp Prefect saloon, beige, 6,000 miles.

**1948** Ford 10hp Prefect saloon, black, 3,000 miles.

**1948** Ford 10hp Prefect saloon, black, hide, 2,500

miles.

**1948** Ford 10hp Prefect saloon, green, hide, 5,700

miles.

**1947** Ford 10hp Prefect saloon, black, hide, 10,000

miles.

**56** Park Lane, W.1 (Regent 4866). 374, Ealing Rd.,

Alport, Middx. (Perivale 3588), and 8 & 12,

Sankey Rd., Catford S.E.6 (Hither Green 4821). [7518]

**£299**—1939 Ford Prefect de luxe saloon, hide

interior, excellent condition throughout.

**BRAY MOTORS, 180-184, West End Lane, N.W.6.**

Hampstead 6490. [7711]

**1948** (Sept.) Ford Prefect, black with brown hide

upholstery, fitted radio and fog lamp; £585.

**W. J. BROWN, Ltd., Main Ford Dealers, 339, Finchley**

Rd., N.W.3. Ham. 4414. [6246]

**1939** Ford 10hp Prefect saloon, 4 doors with

leather, recoloured and in first-class order

throughout.

**FERRARIS OF CRICKLEWOOD, Ltd., 200-220,**

Cricklewood Broadway, N.W.2. Glad. 2234. [4464]

**FORD** Prefect, 1948 (Nov.), bench type, front seat

hide upholstery, 1,904 miles, as brand new; nearest

£625.—Croydon 7151. [7595]

**1939** Ford Prefect 2-door saloon, excellent in

every respect.—Walton-on-Thames Motor

Co., Ltd. Walton 200. [7194]

**160** miles.—1948 Ford Prefect saloon.—British &

Colonial Motors, Ltd., Upper St. Martin's

Lane, W.C.2. Tem. 5588. [7263]

**ARTHUR E. GOULD, Ltd., 290-322, Regent St., W.1.**

Langham 1954-5.—1946-8 post-war Prefect saloons

on mileage, all guaranteed. [7392]

**1947** Ford Prefect saloon, black, low mileage; £515.

**R.E.P. Garages, Ltd., 302-6, King St., Ham-**

mersmith, W.6. Riverside 2851-2. [7321]

**1948** Ford Prefect 10hp saloon, 17,000 miles, spare

unused; £560.—L. P. Dove Ltd. 111-115,

Addiscombe Rd., Croydon. Addiscombe 3066. [6178]

**295** gns.—1939 Ford 10 Prefect, excellent condition

any trial; choice of two.—G. P. (Balham), Ltd.,

2c, Balham Hill, S.W.12 (100 yds Clapham South Tube).

Batt. 3117. [4391]

**1946** Prefect saloon, black with red hide, 20,000

miles, condition excellent; £500.—Blue Star

Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [7253]

**SEPTEMBER, 1947.** Ford 10 6-light saloon, black,

15,000 miles, sound condition; £525.—Gwill

Jenkins, Ltd., Manoravon Works, Morrison, Swansea.

[7127]

**1949** Ford Prefect saloon, finished black, cloth

1,800 miles, as new in every respect

—Shaw Motors, Ltd., 666-678, Garratt Lane, London,

S.W.17. Wim. 3031-2. [6578]

**£585**—1947 Ford 10 Prefect de luxe saloon, fin-

ished very immaculately in black with flav-

elled cloth upholstery, late property of

other cars in use, the Ford has been chauffeur main-

tained and used only occasionally, in consequence

the mileage is exceptionally low even for a 1947 car, every

**RAYMOND WAY**, the hire-purchase specialists, are  
 still buying Ford 10, and have unlimited cash  
 available.—Canterbury Rd., Kilburn, N.W.6. Maids  
 Vale 6044 (10 lines). [5660]

## FORD (V.8)

**W. HAROLD PERRY, Ltd., main Ford dealers, Invicta**  
 Works, 279, Ballards Lane, North Finchley, N.12.  
 Tel. Hulse 4444.

**1949** Ford V.8 Pilot saloon, black with brown  
 leather upholstery and built-in radio, 13,000  
 miles only, in immaculate condition; £950.—Ref. (D.)

**1949** Ford V.8 Pilot saloon, black with leather  
 upholstery and radio, 16,000 miles, perfect in  
 every respect; £950.—Ref. (H.)

**W. HAROLD PERRY, Ltd., main Ford dealers, In-**  
 victa Works, 279, Ballards Lane, North Finchley,  
 N.12. Tel. Hulse 4444. [7450]

**DICKS CAR SALES offer:—**

**1939** Ford V.8 saloon, genuine bargain; £295.

**DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn,**  
 Maids Vale 6888-9. [7484]

**WARWICK WRIGHT, Ltd., offer:—**

**1948** Ford V.8 Pilot saloon, suede green, beige  
 leather, 5,000 miles; £995.

**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.**  
 Mayfair; 9761. [7491]

**DAGENHAM MOTORS, Ltd., Ford main dealers.**

**1948** Ford V.8 Pilot saloon, green, beige hide,  
 10,000 miles.

**1949** Ford V.8 Pilot saloon, black, brown hide,  
 radio, 5,500 miles.

**1948** Ford V.8 Pilot saloon, black, brown hide,  
 7,000 miles.

**56** Park Lane, W.1 (Regent 4866). 374, Ealing Rd.,  
 Alport, Middx. (Perivale 3588), and 8 & 12,  
 Sankey Rd., Catford S.E.6 (Hither Green 4821). [7519]

**£350**—1939 Ford 30hp black saloon, hide interior,  
 new tyres, clean condition.

**BRAY MOTORS, 180-184, West End Lane, N.W.6.**  
 Hampstead 6490. [7712]

**FOR** sale, one 1936 Ford V.8 saloon, in good running  
 order; price £175.—Grose, Ltd., Northampton. Tel.  
 2111. [7136]

**A** 1949 Ford V.8 Pilot, new, 5,000 miles, leather seats,  
 covers and rubber mats, heater and radio; best  
 offer £950 or over.—Rott, Mill Hill 2426. [7810]

**1948** (Dec.) Ford Pilot, blue, leather, radio,  
 heater, combination secret switch, 11,000  
 miles; £925.—Campbell Symonds, Wembley 6825. [4492]

**L**ATE 1948 Ford Pilot saloon 7,000 black, leather  
 fitted radio, heater, etc.; £350; guaranteed.—Arthur  
 E. Gould, Ltd., 290-2, Regent St., W.1. Langham 1954-5.  
 [7595]

**1948** (Dec.) Ford Pilot de luxe saloon, black, all  
 brown leather, fitted heater and radio, 5,000  
 miles, as new; £930.—Gibsons Sports Cars (Christ-  
 church), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel.  
 912. [7230]

**265** gns.—Ford V.8 1938 (reg. Oct. 1942) 22hp 4-  
 door saloon, black, brown leather, good tyres,  
 condition; terms, exchanges; list, open 9-7  
 week-days and Saturdays.—Rowland Smith, Hampstead  
 (Hampstead Tube). Hampstead 6041. [7764]

## Ford V.8 Cars Wanted

**ROWLAND SMITH'S**, the Ford V.8 buyers.—Hamp-  
 stead High St. (Hampstead Tube) Ham. 6041. [10936]

**JOHN S. TRUSCOTT, Ltd.,** urgently require first-class  
 Ford Pilots.—173, Westbourne Grove, W.11. Bays.  
 4274. [7509]

**DAGENHAM MOTORS, Ltd., main dealers, purchase**  
 Ford V.8 cars for cash.—56, Park Lane, London,  
 W.1. Regent 4866. [10156]

## UTILITY-FORD OR OTHER BODIES

**FORD** Sewl utility van, 1947, 16,000 miles, taxed for  
 year, full basic; £275.—Strudwick, New Horse  
 Farm, Wilmington, nr. Folkegate, Sussex. [7107]

**1939** Ford Prefect chassis mounted with very  
 attractive wooden utility bodywork, excel-  
 lent condition throughout, rear seats, £350.

**FERRARIS OF CRICKLEWOOD, Ltd., 200-220,**  
 Cricklewood Broadway, N.W.2. Glad. 2234. [5153]

**325** gns.—Ford Prefect (June, 1939), fitted natural  
 timber utility body, fawn wings and bonnet,  
 all round, drop tail-board, fold-down rear seat,  
 excellent condition; terms, exchanges; list, open 9-7  
 week-days and Saturdays.—Rowland Smith, Hampstead  
 (Hampstead Tube). Hampstead 6041. [7763]

**FORD** 30hp V.8 1936 Canadian built Utility body, ideal  
 for Continental touring, chauffeur kept, stored part  
 of war, leather and Dunlopillo front seat, Marchal head  
 lights, locks on doors and bonnet, windhorn, etc., 100%  
 condition throughout, extremely smart very fast; £250  
 —Knight, 10 Ratcliff, nr. Basinistoke, Hook 183. [7596]

## Ford Utility Cars Wanted

**FORD** 8 10 and 30hp utilities wanted from 1936  
 onwards



## Ford Miscellaneous Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Ford cars.—150, Park Lane, W.1. Grosvenor 3434. (0961)

**H** AROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballard Lane, North Finchley, N.12. Tel. Hillside 4444.

**W** ANTED.—1946-9 Ford 8hp and 10hp saloons.—Arthur, G. Gould, Ltd., 290-2, Regent St., W.1. Lancham 1594-5 10101

**F** ORD 8 or 10 wanted, must be in very good condition.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6493. (7347)

**W** ANTED.—good condition Ford cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199 High Rd., Loughton, Essex. Loughton 4119. (2439)

**E** NGLAND'S best buyers of low-mileage Ford cars.—Brady's Motors, 137, London Rd., Romford, and High Rd., Chadwell Heath.—Romford 2432 and Seven Kings 5857. (2631)

**L** UTON MOTOR CO., Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3713. (0042)

**Ford Spares and Service**

**N**ORMAND, Ltd.

**F**IRST-CLASS mechanics and highly efficient supervision produce the best results.

**N**ORMAND, Ltd., 405-9, King St., W.6. Riv. 3655. (0228)

**F**ORD spares for all models.

**D**AGENHAM MOTORS, Ltd., 8, Balderton St., London, W.1. Regent 4070. 374, Ealing Rd., Alperton, Wembley, Persim 3368. And S. Sangle Rd., Catford, S.E.6. Hither Green 4821. (0169)

**L**LAN TAYLOR (MOTORS), Ltd.

**H**IGH ST. Wandsworth, S.W.18.

**M**AIN Ford dealers.

**L**ARGE stocks of genuine Ford parts.

**P**UTNEY 6431 (4 lines). (0314)

**F**OR Ford mudguards, running boards, 1933/46.—Brooks, 85, Queens Rd., Brighton. (0383)

**D**ALMOND MOTORS, Ltd., 45-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all sources. (0110)

**J**ACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Ford owners.—Mayfair 5242. (0868)

**Fraser Nash Cars Wanted**

**R**OWLAND SMITH'S, the Fraser Nash buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0939)

**FRAZER NASH-B.M.W.**

**A**.F.N., Ltd.

**M**ANUFACTURERS of Fraser Nash cars (Le Mans Replica, Fast Roadster, fourseater cabriolet and Mile M.g.s. models).

**J**OINT distributors for Bristol cars (see our advertisement under New Cars—Bristol).

**U**SED Fraser Nash-B.M.W. models available at the moment include:

**1940** type 35 3/4-litre L.H.d. 4-door saloon, re-clothed, black, reupholstered brown leather; price £1,295.

**1939** type 321 4-seater cabriolet, colour blue, re-clothed, new hood; £725.

**1939** type 327 20 carriage, one owner, mileage only 45,000 approx., chassis and bodywork just overhauled by us, black, red leather; £950.

**1935** type 40 (12) 20 carriage, colour maroon, very good condition throughout; price £300.

**T**HE White Works B.M.W. special 2-seater for sale, stored during war; offered complete with its special engine, brakes and light body last raced; the fastest and best of all B.M.W. Works cars; for the low price of £1,400.

**F**ULL particulars of above cars and descriptive literature sent on request.

**S**PARE parts for all Fraser Nash-B.M.W. cars available to our owners.

**W**E are always open to purchase Fraser-Nash-B.M.W. models.

**F**ALCON Works, London Rd., Isleworth, Hounslow 0011. (3256)

**F**RAZER NASH-B.M.W. model 328 2-seater, first regd. June, 1939, one owner, immaculate condition throughout; £1,000.—Leigh Park Motors, Ltd., Datchet, Bucks. Tel. Datchet 54. (7507)

**E**NTHUSIAST offers 1936 Fraser Nash-B.M.W. type 45 2-seater coupe, in immaculate condition, £300 recently spent, receipts available, car not yet run in; £445.—J. Penn, 24, River Court, Taplow, Bucks. Tel. Maidenhead 2840. (7120)

**F**RAZER NASH-B.M.W. type 327, 4-seater fixed head coupe, type 12, red leather upholstery, excellent condition, as new, it is without doubt the finest specimen of this classic model available; £1,100.—G. Lockley, Bardsley, nr. Leeds. (7806)

**Fraser Nash-B.M.W. Cars Wanted**

**B**ARTLETT always buys Fraser Nash-B.M.W.s.—27a, Pembroke Villas, W.11. (1068)

**R**OWLAND SMITH'S, the Fraser Nash-B.M.W. buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0940)

**HEALEY**

**R**OSE & YOUNG, Ltd., offer Healey 2-seater unregistered, exceptional condition, bargain; £950.—65-69, Sternhold Ave., Streatham, Hill, S.W.2 (1 minute Streatham Hill Station) Tulse Hill 6464. (5070)

**H**EALEY 2.4-litre roadster, finished in two shades of metallic red, red leather upholstery, first registered November, 1937, negligible mileage; £1,250.—Jack Olding, 124, Audley House, North Audley St., W.1. Mayfair 5242. (7513)

**Healey Cars Wanted**

**£1000** offered for Standard saloon, good condition.—Box 1779. (6966)

**B**ROOKLANDS OF BOND STREET, Ltd., London and Home Counties distributors have new and used cars in stock, and are always interested to have details of any Healey cars for disposal.—Mayfair 351-6. (0261)

## HILLMAN 10

**C**AR MART, Ltd.

**1948** Hillman Minx Phase II drop head coupe, 1,000 miles; £815.

**1948** Hillman Minx Phase II saloon, 2,000 miles; £795.

**1947** Hillman Minx saloon, radio, 11,000 miles; £845.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (7304)

**J. DAVY offers:—**

**1947** model Hillman Minx saloon, black with beige upholstery, 14,000 miles, original tyres still quite good; £575.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6493. (6437)

**T**OM GARNER, Ltd., offer

**1949** series Hillman Minx Mark III saloon, black with brown upholstery, 4,000 miles.

**T**OM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. (7089)

**D**ICKS CAR SALES offer:—

**1947** (reg.) Hillman 10 saloon, positively unmarked; £450.—Below.

**1946** Hillman 10 drop head coupe, one owner, very low mileage; £575.—Below.

**1939** Hillman 10 drop head fourseater coupe, resprayed and rebored; £395.

**D**ICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, N.W.5. 589-9. (7488)

**G**LANFIELD LAWRENCE offers

**1948** Hillman Minx saloon, grey, one owner, 8,000 miles; £750.—407, High Rd., N.12. Finchley 0091. (1670)

**H**AROLD RADFORD & Co., Ltd.

**1948** (August) Hillman Minx Phase II saloon, black, 10,000 miles, one owner, in first-class condition throughout.

**1948** (May) Hillman Minx Phase II saloon, black, brown, 5,600 miles, indistinguishable from new throughout.

**1948** (Nov.) Hillman Minx Phase II drop head coupe, black/brown, 11,000 miles, in first-class condition throughout.

**H**AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (5722)

**W**ARWICK WRIGHT, Ltd., offer:—

**1948** Hillman Minx 10hp drop head coupe, black, brown leather, 8,000 miles; £755.

**1948-9** Mark III Hillman Minx 10hp saloon, brown, fawn cloth and red leather, 5,000 miles; £925.

**1948** Hillman Minx 10hp saloon, black, brown cloth, 6,000 miles; £745.

**1947** Hillman Minx 10hp drop head coupe, blue, blue leather, 10,000 miles; £635.

**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (7492)

**C**HARLES POLLETT, Ltd., offer:—

**1947** Hillman 10hp coupe, black, brown leather, new rear and hood, excellent order; £825. Berkeley St., W.1. 6266.

**S**ERVICE Works and Stores, 12, Wellsley Av., W.6. Berkeley 1413. (7236)

**W**ARWICK WRIGHT, Ltd., offer:—

**1948** Hillman Minx 10hp estate car, Moreland grey, brown leather, 9,000 miles; £735.

**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (7499)

**H. A. SAUNDERS, Ltd., offer:—**

**1948** Hillman Minx Phase II saloon de luxe, 2,000 miles; £795.

**1948** Hillman Minx Phase II saloon de luxe, 11,000 miles; £795.

**1947** Hillman Minx drop head coupe, 12,000 miles; £615.

**1947** Hillman Minx saloon, grey; £615.

**1946** Hillman Minx saloon, black; £545.

**H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. (7421)**

**W**EMBLEY COURT MOTORS offer:—

**1948** Hillman 10 saloon, phase II, black, indistinguishable from new, one owner; £725.—High Rd., Wembley. Arnold 5221-2. (9286)

**1946** Hillman Minx saloon, grey, one owner, very well maintained; £525.

**J**OHN WILSON AUTOS, Ltd., Sanderstead Rd., South J. Croydon 4280. (7576)

**1947** Hillman Minx saloon, blue with blue interior, in immaculate original condition; £525.

**H**ILLINGTON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412. (7335)

**F**ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad 2234. (6465)

**F**ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad 2234. (6465)

**H**ILLMAN Minx Phase II, November, 1948, 6,000 miles, radio; £815.—Corbett & Taylor, 22, Conduit Mews W.2. Amb. 6049. (7340)

**1948** Hillman 10hp saloon, 6,000 miles.—British Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (7264)

**G**ORDON CARS (LONDON), Ltd.—1947 Hillman 10 saloon, black, 18,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. (7202)

**1948** Hillman Minx d.h. coupe, 5,000 miles, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (7265)

**P**HILIP RICKARDS, Ltd., offer: 1948 Hillman Minx saloon, grey/blue, 8,000 miles, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. (7356)

**1948** Hillman Minx d.h. saloon, with red upholstery, 12,000 miles, radio fitted, excellent condition; £725.—Pantiles Service Garage, London Rd., Guildford, Tel. 5326. (7143)

**1947** Hillman Minx d.h. saloon, with red upholstery, 12,000 miles, reconditioned engine, 2,000 miles, radio; nearest £600.—Box 1543. (5462)

**1948** Hillman Minx Phase II saloon, mileage 4,721, one owner; £725.—Midland Motor Co. (Bedford), Ltd., 32, Midland Rd., Bedford, Tel. 4144. (7216)

**£195**—1937 Hillman Minx de luxe saloon, very good condition throughout, excellent chassis.—Value Cars, Ltd., 562, Upper Richmond Rd., East Sheen. (7656)

## HILLMAN 10

**H**ILLMAN 7-seater limousine, face forward occasionally, winding divan, immaculate condition throughout; would exchange for Buick or Packard.—Tel. Esher 3065. (7565)

**H**ILLMAN 10 estate utility, latest 1948 type Minx chassis, low mileage, exceptional condition; £725.—H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011. (6512)

**1947** (August) Hillman Minx black saloon, 14,000 miles only like new; h.p. terms arranged.—K. Henry, Ltd., 65-65, Great Portland St., W.1. Lancham 5635 and 3954. (7539)

**6000** authenticated miles, 1948 Phase II Hillman Minx drop head coupe; £725.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 9084-5-6. (7539)

**H**ILLMAN Minx drop head coupe, first registered 1947, colour grey, new hood, small mileage, one owner, immaculate condition; £575.—Holdstock Engineering Ltd., Slittingbourne 832. (5464)

**1948** Minx, Phase II (black), brown leather and cloth, 14,000 miles, one owner, fitted extras, superb condition; £705.—George Osborne, Ltd., 136-8, Streatham Hill, S.W.2. Tulse Hill 5937. (7440)

**H**ILLMAN Minx Phase II saloon, 1948, one owner, low almost unblemished condition, guaranteed; £695.—Recommended by Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. (6506)

**1946** Hillman Minx de luxe saloon, beautiful condition, low mileage, black, brown hide upholstery; £495; exchanges.—Harold Webb Motors, 338-340, High Rd., Ilford. Tel. Ilford 3151. (7252)

**1948** (Dec.) Hillman Phase II drop head coupe, Hillman Minx, private car, splendid condition, based basic from 1949; accept 1949, 1948 offer.—Tel. Noble, Kimbridge 3162, 85, Berrylands, Surbiton. (7623)

**1946** Hillman Minx 10hp de luxe saloon, black, brown leather, 10,000 miles, excellent condition throughout, nominal mileage; £450. Terms changes.—Tel. Amburst 2000, Fanfare Motors, 99/115, Clarence Rd., London, E.5. (7815)

**595** gns.—Hillman Minx (Nov. 1947) 10hp estate car, grey, makers' standard 4-door 5-seater, body with rear entrance and removable rear seating, one owner, small mileage, practically new condition; terms exchanges.—Kilburn & Smith, Hampstead 6041. (7765)

**545** gns.—Hillman Minx (Dec. 1946) 10hp four-seater some drop head coupe, black, fawn leather, one careful owner, exceptional condition; terms, exchanges.—Kilburn & Smith, Hampstead 6041. (7765)

**245** gns.—Hillman Minx 1939 model 10hp de luxe 4-door saloon, sliding head, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturday.—Kilburn & Smith, Hampstead (Hampstead Tube). Hampstead 6041. (7765)

**£325**—Hillman 10 1939, original cellulose, black with red leather, sliding roof, excellent mechanically; choice of 3; many others.—Benjamin, 1, Clarendon Rd., Holland Park, London, W.1. Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). (7078)

**T**ANKARD & SMITH, Ltd., offer 1946 Hillman Minx d.h. fourseater, in blue with leather to match speedometer reading 19,000 miles which from the condition of the car appears genuine, any trial or examination; £250; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—138, Kings Rd., S.W.5. Tel. Flaxman 4801-2-3. (7070)

**HILLMAN 14**

**1938** Hillman 14 de luxe saloon, immaculate, guaranteed; £335; payments.—0xford, 4, Russell Gardens Mews, Kensington Park 7780. (7553)

**V**C. offer Hillman 14 de luxe saloon, 1939, a very clean car throughout and in exceptionally good mechanical condition, £295.—Value Cars, Ltd., 40, Upper Richmond Rd., East Sheen. (7426)

**£345**—Hillman 14 1938 model, bodywork literally as new, just fitted reconditioned engine costing £45, overall suspension, etc., interior excellent. The vehicle outstanding condition; also 1940 Hillman Minx, as new; £385; 1946 Minx, £495; 3 months' guarantee; hire purchase exchanges.

**L**AMBS OF WOOD GREEN, Caxton Rd., N.22. Boves Park 4144. (7693)

**HILLMAN 21**

**£475**—Hillman 21hp enclosed 7-passenger limousine, 1937, with divan, face forward seats and leather interior from 1949, rear wheel arch looks and is in very nice condition with very clean black cellulose free from major blemish, excellent tyres and a really outstanding engine sustained oil pressure, good steering and brakes; inspection and trial of this Hillman will convince that it has been really well maintained by previous owner, and is ready in every sense to give a lasting term of excellent and reliable service; any examination by A.A. or R.A.C. would be welcomed on behalf of hire or similar concern.

**C**AMDEN MOTORS, Lake St., Leighton Buzzard, Beds. £475; 3 months' delivery of any car anywhere in the United Kingdom; near main line I.M.S. station, frequent trains from Euston and Watford take only 50 mins. or from Coventry, Birmingham, Oxford, Cambridge, Peterborough, Nottingham and the North direct via Blithfield by road only 2 miles off main A.5 Watling Street; fares refunded in full to purchasers from any part of the country. (7740)

**HILLMAN MISCELLANEOUS**

**T**ANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars, all subject to month's written guarantee.—138, King's Rd., S.W.5. Tel. Flax. 4801-3.

**7**-passenger 1937/21hp privately owned black Saloon, leather, bench occasional, immaculate. £465. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2341. (7449)

**Hillman Cars Wanted** (0941)

**C** THE CAR MART, Ltd., wish to purchase Hillman cars.—320, Euston Rd., N.W.1. Euston 1212. (0962)

**R**OWLAND SMITH'S, the Hillman buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.



## Hillman Cars Wanted

**R** ROOTES, Ltd.,  
**D** DISTRIBUTORS.  
**R** REQUIRE modern low-mileage Hillman cars.  
**B** IRMINGHAM.—Lower Temple St. (Central 8411.)  
**M** ANCHESTER.—129, Deansgate. (Blackfriars 6677.)  
**M** AIDSTONE.—(Maidstone 3333.)  
**C** ANTERBURY.—(Canterbury 3232.)  
**R** OCHESTER.—(Chatham 2251.)  
**W** ROTHAM Heath.—(Borough Green 4.)  
**R** ROOTES, Ltd., Devonshire House, Piccadilly, W.1.  
 Tel. Grosvenor 3401. [0106]  
**P** OST-WAR Hillman wanted.—Gleave, Albemarle  
 Way, E.C.1. Tel. Cle. 1345. [7010]  
**P** OST-WAR Hillman required, cash payment.—  
 Morley, 54, Streatham Hill, S.W.2. Tulse Hill  
 4488. [0655]  
**U** RGETLY required, good pre-war Hillman.—H. P.  
 Edwards, 154, Gt. Titchfield St., W.1. Langham  
 0012. [7536]  
**A** LBONS, of Barking, purchase for cash post-war  
 Hillman cars.—105-7, Longbridge Rd., Barking.  
 Tel. Rippleway 1285. [0438]  
**7** SEATERS private Limousines required, cash waiting.  
 Alpe & Saunders, Providence Court, Grosvenor  
 Square, Mayfair-2941. [3376]  
**N** WHITE-SPARKER, Ltd., Rootes Group Main  
 Dealers, low mileage, post-war Hillmans bought for  
 cash.—London Rd., Isleworth. Tel. Hounslow 2532 and  
 2554. [7677]  
**B** IRMINGHAM and Midlands.—Low-mileage Hillman  
 modern cars required by George Heath, Ltd., 180-  
 184, Newhall St., Birmingham; and Lower Temple St.,  
 Birmingham, 2. [0086]  
**D** AYMOND WAY, the hire-purchase specialists, are  
 still buying Hillman, and have unlimited cash  
 available.—Canterbury Rd., Kilburn, N.W.6. Maids  
 Vale 6044 (10 lines). [5128]  
**H** illman Spares and Service  
**N** ORMAND, Ltd.,  
**F** IRST-CLASS mechanics and highly efficient super-  
 vision produce the best results.  
**N** ORMAND, Ltd., 405-9, King St., W.6. Riv. 3655.  
**J** C. BRODIE, Ltd., [0227]  
**H** ILLMAN repair specialist (30 years); well-equipped  
 works servicing, rebores and complete overhauls;  
 spare parts stocked.—79-91, New King's Rd., Fulham,  
 S.W.6. Renown 1185. [0676]  
**N** ORTH and Central London.  
**A** TTERMOLES (GARAGES), Ltd., for Hillman  
 cars, sales and service.—79-89, Pentonville Rd.,  
 N.1. Terminus 1001-7. [0564]  
**F** OR Hillman 1932-46 mudguards, running boards—  
 Brooks, 85, Queens Rd., Brighton. [0387]  
**M** ARRI MOTORS for Hillman spares and service.—  
 Lewisham Bridge, S.E.13. Lee Green 0254. [0720]  
**S** G. SMITH MOTORS, Ltd., for Hillman spares and  
 service.—13/19, East Dulwich Rd., S.E.22. New  
 Cross 4444. [8051]  
**C** ROYDON'S Hillman spares specialists.—Manton  
 Motors, Ltd., 25-27 and 37-39, Shirley Rd., Croy-  
 don. Addiscombe 6051-4. [0517]  
**H** ispano Spares and Service  
**H** ISPANO and all repairs.—G. Briand, 47,  
 Tamworth Rd., Croydon, Cro. 1742. [3892]  
**H** AROLD RADFORD & Co., Ltd.,  
**S** OLE concessionaires.  
**S** ALES and service.  
**H** AROLD RADFORD & Co., Ltd., Melton Court, South  
 Kensington, S.W.7. Tel. Kensington 6642 (5 lines).  
**4** 25 gns!!—1939 (June) Hotchkiss 10hp foursome  
 drop head coupe, ice blue, 5 new tyres, superb  
 condition, mechanically 100%—Clock Tower Garage, 85,  
 North St., Brighton. Tel. 9343. [7625]  
**1** 936 (first reg. 10.2.38) 3½-litre Hotchkiss, fitted  
 with most magnificent continental four-door  
 sports saloon body, a very fine car, in immaculate con-  
 dition throughout; £595.—Clayton's Cars (London)  
 Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221  
 (3 lines). [7137]  
**H** otchkiss Spares and Service  
**H** OTCHKISS spares and service.—Harold Radford &  
 Co., Ltd., sole concessionaires for Great Britain and  
 Northern Ireland. Spare parts and service for  
 Hotchkiss cars available at Melton Court, South Ken-  
 sington (Tel. Kensington 6642, 5 lines). [0513]  
**H** AROLD RADFORD & Co., Ltd.,  
**S** OLE distributors for London and Home Counties.  
 offer:—  
**N** EW and used H.R.G. cars available for immediate  
 delivery.  
**N** EW unregistered 1500cc H.R.G. 2-seater, grey, at list  
 price.  
**1** 947 H.R.G. Aerodynamic 1500 sports 2-seater,  
 with 1948 modifications, 16,000 miles, unused  
 since passed out of manufacturer's works.  
**H** AROLD RADFORD & Co., Ltd., Melton Court, South  
 Kensington, S.W.7. Tel. Kensington 6642 (5 lines).  
**6** 95 gns.—H.R.G. (June, 1948) 1,100cc sports 2-  
 seater, British racing green, green leather, one  
 careful owner, run 5,490 miles only, practically brand  
 new condition; cost over £1,000; terms: exchanges; list:  
 open 9-7 week-days and Saturdays.—Rowland Smith,  
 Hampstead (Hampstead Tube). Hampstead 6041. [7766]  
**H** .R.G. Spares and Service  
**C** HARLES FOLLETT, Ltd., have a large stock of  
 spares.  
**S** HOWROOMS: 18, Berkeley St., W.1. May. 6206.  
**S** PARE parts.  
**S** ERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [3269]

## HUDSON

**G**UY SALMON AUTOMOBILES offer:—  
**1** 937 Hudson 8, Tickford drop head foursome coupe,  
 this car has covered a total mileage of 10,000,  
 and is definitely in new condition throughout; the  
 original grey cellulose and red leather upholstery is  
 unmarked, a truly perfect car at the reasonable price of  
 £595.—Fortmouth Road, Thames Ditton, Esherbrook  
 4343. [7476]  
**H** UDSON Terraplane, 1939, 16.9hp, good motor, nice  
 private owner, £425.—Russell, 12, Canterbury  
 Crescent, Brixton 8340. [7645]  
**1** 939 Hudson Country Club saloon, beautiful brown  
 hide interior, radio, heater, black cellulose  
 body, splendid condition, tyres nearly new, car prac-  
 tically unmarked; £425.—Simpsons Motors, American  
 Car Specialists, Tel. Wembley 3903. [6476]  
**H** udson Spares and services  
**S** PINKINS (TICKENHAM), Ltd., the Hudson dis-  
 tributors for Hudson reconconditioned engines, spares  
 and service; 85-101, Heath Rd., Tickenham. Tel.  
 Popesgrove 1035-6-7. Telegrams: Spinkins, Tickenham.  
 [0568]  
**H** UMBER  
**C** AR MART, Ltd.,  
**1** 948 Humber Snipe 18 saloon, 6,000 miles; £1,150.  
**1** 939 Humber Pullman Limousine, 34,000 miles;  
 £895.—Car Mart, Ltd., 320 Euston Rd.,  
 N.W.1. Euston 1212. [7505]  
**D** ICKS CAR SALES offer:—  
**1** 939 Humber Super Snipe sports saloon, razor-edge  
 body, immaculate; £495.  
**D** ICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn,  
 Maids Vale 6888-9. [7483]  
**W** IAMBUSH for good Humber:—  
**1** 948 (July) Humber Hawk saloon, black, quite  
 immaculate, £995; also similar 1947 (Mar.).  
 £895.—Car Mart, Ltd., 320 Euston Rd., N.W.1.  
 Frementie 8401. [4811]  
**H** AROLD RADFORD & Co., Ltd.,  
**1** 947 (January) Humber Super Snipe saloon, black  
 with brown upholstery, 20,000 miles, one  
 owner, in excellent condition throughout.  
**H** AROLD RADFORD & Co., Ltd., Melton Court,  
 South Kensington, S.W.7. Tel. Kensington 6642  
 (5 lines). [6536]  
**W** ARWICK WRIGHT, Ltd., offer:—  
**1** 948 Humber Hawk 14hp saloon, gunmetal grey,  
 grey cloth, 9,000 miles; £1,085.  
**1** 948-9 Humber Pullman 27hp Mk II limou-  
 sine, black leather and cloth, 4,000 miles,  
 £1,895.  
**1** 948 Humber Hawk 14hp saloon, pastel green,  
 fawn cloth, 8,000 miles; £1,145.  
**1** 948 Humber Snipe 18hp saloon, granite grey, grey  
 cloth, 9,000 miles; £1,250.  
**1** 948 Humber Super Snipe 27hp saloon, black, fawn  
 cloth, 7,000 miles; £1,285.  
**W** ARWICK WRIGHT, Ltd., 150, New Bond St., W.1.  
 Mayfair 9761. [7493]  
**C** HARLES FOLLETT, Ltd., offer:—  
**1** 947 Humber Super Snipe saloon, gunmetal, 15,097  
 miles, good condition throughout; £975.  
**1** 8, Berkeley St., W.1. May. 6266.  
**S** ERVICE Works and Stores, 12, Wellesley Ave., W.6.  
 Riv. 1413. [7732]  
**W** EMBLEY COURT MOTORS offer:—  
**1** 946 (September) Humber Snipe 18hp saloon,  
 black, one owner, condition as new through-  
 out, any trial; £795.  
**1** 947 Humber Hawk 14hp saloon, gunmetal, indis-  
 tinguishable from new, one owner; £875.  
 High Rd., Wembley, Arnold 5231-2. [4278]  
**1** 947 Humber saloon 18hp black, low mileage;  
 £875.  
**C** ARRI MOTORS, Ltd., Lewisham Bridge, S.E.13.  
 Lee Green 0254. [3820]  
**1** 939 Humber 21 Snipe saloon, black, in recom-  
 mended condition.  
**F** ERARIS OF CRICKLEWOOD, Ltd., 200-220,  
 Cricklewood Broadway, N.W.2. Glad. 2234 [4466]  
**C** AMPBELL SYMONDS, Wembley 6262, offer the  
 following three Humber Super Snipe—  
**1** 947 (August) Pullman Limousine, 10,000 miles,  
 as brand new throughout; £1,750 or near  
 offer.  
**1** 946 saloon, dark blue, with radio, 20,000 miles,  
 guaranteed; £775.  
**1** 937 Sedan de ville 6-seater, leather front,  
 cloth rear, with division, laid-up since  
 1939, total mileage 41,000, body design similar to pos-  
 ter, guaranteed practically as new throughout; bar-  
 gain; £795. [7489]  
**G** ORDON CARS (LONDON), Ltd.—1948 Humber Hawk  
 G saloon, grey, 13,000 miles; radio.—Below.  
**G** ORDON CARS (LONDON), Ltd.—1948 Humber Hawk  
 G saloon, black, 13,000 miles; radio.—Below.  
**G** ORDON CARS (LONDON), Ltd.—1947 Super Snipe  
 G saloon, black, 19,000 miles; radio.—Gordon House,  
 573, Euston Rd., N.W.1. Euston 6511. [7205]  
**1** 948 Humber Pullman limousine, by Thrupp &  
 Maberley, current model, radio; £1,825.  
**G** EORGE NEWMAN & Co., 369, Euston Rd., London.  
 N.W.1. Euston 4466. [7424]  
**5** 30 (five hundred and thirty) miles.—Humber  
 Hawk 1948, steel grey with grey upholstery;  
 £1,195.  
**L** AMBS, Ltd., Standard House, Southend Rd., Wood-  
 ford Green, Essex. Tel. Wanstead 0125 (8 lines).  
 [7324]  
**C** ARMO (1929) Ltd.—1948 Humber Hawk, low mile-  
 age, as new throughout; A.A. or R.A.C. examina-  
 tion welcomed.  
**C** ARMO, St. John's Wood, N.W.8. Tel. Primrose  
 0141. [7162]  
**1** 948 Humber Pullman 7-seater limousine, mileage  
 under 7,000, quite unused, very carefully  
 used; price £1,475.  
**K** IRBY'S, Ltd., 292, Church St., Blackpool. Tel. 2345.  
 [6355]  
**1** 949 Humber Super Snipe, 27hp, grey/grey, as new,  
 —Odeon Motors, Ltd., Barnet, Herts. Tel.  
 Barnet 4100 (private exch.). [7541]  
**1** 948 (registered) Humber 27hp chassis fitted with  
 wooden utility body, excellent appearance  
 and mechanical condition, £10 tax; £325.  
**F** ERARIS OF CRICKLEWOOD, Ltd., 200-220,  
 Cricklewood Broadway, N.W.2. Glad. 2234. [5154]

## HUMBER

**H**UMBER Super Snipe saloon, first registered Novem-  
 ber 1946, one owner, 25,000 miles, colour maroon,  
 as new; £850.—R. W. Hound & Son, Mill St., Stafford.  
 [773]  
**1** 939 Humber Snipe, immaculate condition, fitted  
 radio, discs, etc.; £525.—Bedford Motor  
 Works, Ltd., Bedford Rd., Clapham, S.W.4. Brixton  
 4314. [7363]  
**1** 948 Humber pullman 7-passenger limousine,  
 private owner, as new; £1,675.—Park Gar-  
 age (Mooley), Ltd., Hampton Court Way, Mooley, Tel.  
 4371. [3761]  
**R** EGISTERED 1947, Humber Super Snipe, perfect con-  
 dition, 6-seater; £525.—Progressive Car Sales,  
 Heather Garage, Heather Gardens, N.W.11. Speedwell  
 0071-2. [5214]  
**L** IMOUSINE, 1938, 27hp roomy 7-seater, colour black,  
 4 cloth upholstery, not ex-hire or service car; £695.—  
 Lawton-Goodman, 135, Cricklewood Broadway, N.W.2.  
 Gladstone 2226. [7247]  
**1** 948 Humber Hawk saloon, fitted with heater,  
 mileage 12,000, gunmetal grey, grey cloth;  
 £1,000 or near offer.—Howell, Abbots Ripton, Hunting-  
 don. Abbots Ripton 64. [6330]  
**R** OSE & YOUNG, Ltd., offer 1939 Humber limousine,  
 small mileage, exceptional condition.—65-69, Stern-  
 road Ave., Streatham Hill, S.W.2 (1 minute Station,  
 Hill Station). Tulse Hill 6464. [6661]  
**P** EARSON'S OF LIVERPOOL offer Humber Pullman  
 limousine 7-seater with division, immaculate and  
 very near to new, negligible mileage, first registered  
 June 1948.—3-7, Shaw St., Liverpool, 6 North 1446-7-8.  
 [2025]  
**1** 45 gns.—Humber 12 1936 de luxe 4-door saloon, dark  
 blue, sliding head, black leather, extra ex-  
 changes; list; open 9-7 week-days and Saturdays.—Row-  
 land Smith, Hampstead (Hampstead Tube). Hampstead  
 6041. [7767]  
**H** UMBER Super Snipe saloon finished in black with  
 brown leather and cloth upholstery, small mileage,  
 first registered November, 1947; £995.—Jack Olding &  
 Co., Ltd., Audley House, North Audley St., W.1. May-  
 fair 3242. [7514]  
**1** 936 Humber Snipe 24hp 4/5-seater, 4-door motor  
 on blue; ex-Mayoral car; car may be inspected  
 on application to Court House, Princes St., Ramsgate.  
 Offers to Town Clerk, Municipal Buildings, Ramsgate,  
 by 4th February 1950. [1862]  
**H** UMBER Hawk saloon, 1948, finished grey with grey  
 upholstery, mileage 8,600, one owner, fitted man/  
 extras, including radio, guaranteed; £1,095.—Recom-  
 mended by Austin House, 144, Golders Green Rd., Lon-  
 don, N.W.11. Speedwell 0011. [7562]  
**£** 175 cash or £55 deposit.—1937 Humber 12 4-door  
 saloon, rear boot, sturdy, reliable car in  
 sound mechanical condition; terms quickly arranged;  
 open 9-7 week-days.—G. & S. Motors, Ltd., Dundee Hill  
 Lane, Neasden, Gladstone 8605-6. [7329]  
**1** 948 (December) Humber Hawk, finished grey,  
 under 6,000 miles, fitted heater, exactly as  
 new; trade and part exchange enquiries invited.—Car  
 may be seen and tried at G. P. Morley, Ltd., 54, Strat-  
 ham Hill, S.W.12. Tulse Hill 4488. [7467]  
**1** 949 Mayfair series (latest type) Humber Super Snipe de  
 luxe saloon, as new, 9,000 miles, fitted  
 heater and radio; £1,495; trade and part exchange  
 enquiries invited.—Car may be seen and tried at G. P.  
 Morley, Ltd., 54, Stratham Hill, S.W.12. Tulse Hill  
 4488. [7466]  
**H** UMBER 16 de luxe saloon 1940, July, one owner  
 from new, condition absolutely new, must inspect  
 to believe, fitted radio, whole of interior spotless, me-  
 chanically faultless, £595; terms, exchanges.—B. & H.  
 Motocars, Birmcote Corner, South Mims, Herts. (S.W.19)  
 Mimms 2231-2. [7391]  
**1** 947 Pullman Limousine, partition, 7-forward,  
 black, radio, genuine 6,000—original owner,  
 unquestionable condition (£10 tax), selection from  
 £1,285, Alpe & Saunders, Providence Court, Grosvenor  
 Square, Mayfair-2941. [7450]  
**H** umber Cars Wanted  
**C** M  
**T** HE CAR MART, Ltd., wish to purchase Humber  
 cars.—150, Park Lane, W.1. Grosvenor 3434. [0963]  
**R** ROOTES, Ltd.,  
**D** ISTRIBUTORS,  
**R** EQUIRE modern low-mileage Humber cars.  
**B** IRMINGHAM.—Lower Temple St. (Central 8411.)  
**M** ANCHESTER.—129, Deansgate. (Blackfriars 6677.)  
**M** AIDSTONE.—(Maidstone 3333.)  
**C** ANTERBURY.—(Canterbury 3232.)  
**R** OCHESTER.—(Chatham 2251.)  
**W** ROTHAM Heath.—(Borough Green 4.)  
**R** ROOTES, Ltd., Devonshire House, Piccadilly, W.1.  
 Tel. Grosvenor 3401. [0106]  
**R** OWLAND SMITH'S, the Humber buyers.—Hamp-  
 stead High St. (Hampstead Tube). Ham. 6041.  
 [7442]  
**C** ASH immediately for good Humber.—H. F. Edwards,  
 28, Upper High St., Epsom 9400. [7940]  
**H** UMBER Hawk 1949-1950, latest saloon model—  
 Scott, Quarry Cottage, Milford, Derby. [7809]  
**7** SEATER Limousines, low mileage, 1947/1948, also  
 1935/24hp, also 27hp privately owned 1937/38/39,  
 Alpe & Saunders, Providence Court, Grosvenor Square,  
 Mayfair-2941. [3522]  
**B** IRMINGHAM and Midlands.—Low-mileage Humber  
 modern cars required by George Heath, Ltd., 180-  
 184, Newhall St., Birmingham; and Lower Temple St.,  
 Birmingham, 2. [0086]  
**C** RIPS OF NOTTINGHAM urgently require all types  
 of Humber cars, recent models.—C. Cripps & Co.,  
 Ltd., the Humber distributors, Parliament St., Notting-  
 ham. Tel. 44558. [0553]  
**H** umber Spares and Service  
**C** ROYDON'S Humber spares specialists.—Manton  
 Motors, Ltd., 25-27 and 37-39 Shirley Rd., Croy-  
 don. Addiscombe 6051-4. [0518]

**FASTIDIOUS** owner reluctantly compelled to dispose of 4½-litre Invicta close coupled coupe, finished in black and with red hide upholstery, in showroom condition throughout; £315; for appointment to view—Fisher, 17, Ravensdale Mans., Crouch End, N.8., or Mountview 7216. [7587]

## JAGUAR

**HENLYS, Ltd.**,  
ENGLAND'S Largest Jaguar Distributors.  
SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).  
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

SPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 081).

GREAT WEST RD. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027]

EUSTACE

WATKINS, Ltd.

1939 1½-litre Jaguar drop head coupe, black, leather upholstery, 35,000 miles, in excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5551), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181).

CAR MART, Ltd.

1947 Jaguar 1½-litre saloon, 9,000 miles; £975.

1946 Jaguar 2½-litre saloon, radio, 17,000 miles; £325.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [7306]

TOM GARNER, Ltd., offer

1949 series Jaguar 1½-litre S.E. saloon, black with brown leather, 4,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7090]

DICKS CAR SALES offer:—

1939 Jaguar 14hp saloon, recently overhauled; £415.—Below.

1939 Jaguar 14hp drop head coupe, very attractive car in cream; £425.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Middlesex. [7467]

HAROLD RADFORD & Co., Ltd.

1948 (Oct.) 3½ Jaguar drop head coupe, black, beige leather, 8,000 miles, radio, heater and demister, as new.

1939 2½-litre S.S. Jaguar 100 2-seater, specially prepared and maintained, grey/red, new tyres, 14,390 miles and an exceptional example in every way.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington S.W.7. Tel. Kensington 6642 (5 lines). [5723]

WEMBLEY COURT MOTORS offer:—

1937 S.S. Jaguar 1½-litre 12hp saloon, cream, a very attractive car, any trial, bargain, £285.

1937 S.S. Jaguar 2½-litre saloon, black, in excellent condition throughout, exceptional bargain; £285.—High Rd., Wembley, Arnold 5221-2. [7581]

£265 1937 (June) Jaguar 2½-litre black saloon, excellent runner.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7706]

BEARTE of Kingston, Jaguar specialists, sales, spares, repairs.—103, London Rd., Kingston. Tel. Kin 3348

£225 1946 Jaguar 2½-litre saloon, 1936, black, a most attractive car giving an excellent performance in absolute safety.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 792. [7343]

1946 3½-litre Jaguar saloon, suede green, one owner; £700.—Murkett Bros., Huntingdon Rd., Cambridge. Tel. 3226-7. [7638]

1939 Jaguar 14hp 1½-litre drop head coupe, black, with grey leather upholstery, in very exceptional condition; £325.—Below.

1939 Jaguar 14hp 1½-litre saloon de luxe, black, with brown leather upholstery, in immaculate condition; £225.—Below.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [7344]

1948 Jaguar 3½-litre saloon, 15,000 miles.—British and Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7266]

JAGUAR 3½-litre 1938, 29,000 miles, virtually one owner, perfect condition; £550.—Whitehouse, 278, Southwell Rd., West Mansfield, Notts. [7797]

1937 Jaguar 1½-litre sports saloon, excellent condition, terms exchange.—Tulse Hill Motors Ltd., 26 Tulse Hill, S.W.2. Tulse Hill 7106. [5810]

1936 2½-litre Jaguar, in absolute 100% condition head coupe, golden brown, engine just reconditioned exceptional, written guarantee.—5, Warren St., W.1. Eust 4110. [5087]

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, grey/red leather, 8,500 miles, new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7203]

**JAGUAR**  
1947 Jaguar 1½-litre saloon, black, one owner, low mileage, 9,000 miles, in exceptional condition; £625.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3078-6. [7363]

JAGUAR 1½-litre saloon, 1947, special equipment model, finished Birch grey with red hide upholstery, 8,000 miles; £395.—Highly recommended by Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [6508]

1948 (late) 3½-litre Jaguar drop head coupe, green leather, 9,000 miles, in exceptional condition.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503-2534-3536; works and service station, Mare St., Hackney, E.8. [7457]

R. S. MEAD offers 1947 3½-litre saloon, one owner, low mileage, 8,000 miles, in exceptional condition, complete, special leather, indistinguishable from new, taxed year; £345.—Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [6552]

M. DENIS G. P. LATHER, Standard Steel Works, Sheffield, offers for sale 3½-litre Jaguar motor car, in immaculate condition, registered August, 1947, silver grey, with fitted radio and usual accessories, mileage 29,000; willing to entertain offers above £300. [7603]

789 gns.—Jaguar 1½-litre saloon, 1936 model, most carefully used, speedometer reads 12,000; this vehicle cannot be faulted, compares with brand new model; 3 months guarantee; hire purchase; exchanges.

L. A. WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144. [7695]

1939 Jaguar 3½-litre saloon, finished black, recently reconditioned, taxed and in excellent order throughout, car of very smart appearance; first offer over £475.—May be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [7465]

LATE 1937 2½-litre S.S. Jaguar saloon, black, really exceptional superb finish, with an outstanding performance, under 2,000 miles since rebored, new pistons, reground crankshaft and new bearings, highly polished aluminium disc discs, P.100 headlights, a most attractive sports car, suitable to a particular owner requiring a fast, thoroughly 100% reliable, economical thoroughbred, superior pride of ownership; car definitely as per maker's original specification; when new; an honest and genuine bargain; £230; 300 miles trial and free delivery; also photo to genuine enquirer.—1, Bentley Rd., Manchester, 21, Chorlton 1288. [7614]

£485 1939 Jaguar 1½-litre foursome drop head coupe, really outstanding specimen, attractively and immaculately finished in metallic bronze with fawn hide interior, panelling, fillets and upholstery exquisitely maintained; fitted brand new fawn top which really does match the colour scheme, five almost brand new tyres, the spare having never been used, Delaney interior heater, twin demisters and fully chromed ace wheel discs; light but positive steering, excellent brakes and good mechanical order generally, this car represents first-class value; any test or trial by A.A., R.A.C. or other competent engineer is welcomed; write, call or phone.

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. C. 2381 and 3115. 19 other Jaguars in stock; also 250 other cars; write for 18-page stock list; showrooms open six days; free and confidential valuations and purchase facilities; part exchanges. [7738]

Jaguar Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Jaguar cars.—320, Euston Rd., N.W.1. Euston 1212. [0964]

R. ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0943]

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

GREAT WEST ROAD (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

MANCHESTER, 1-5, Peter St. (Blackfriars 7843).

HENLYS, Ltd., England's Leading Motor Agents.

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Road, Guildford. Tel. 62507. [6139]

GATEHOUSE MOTORS are regular buyers of good clean Jaguar cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [7375]

POST-WAR Jaguar required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0856]

MARSTON MOTOR CO., Ltd., for your Jaguar.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15.

1948—9 2½ Jaguar or Riley, spotless condition, low mileage; full particulars, price, etc., to 1, Pinlay Rd., Gloucester. [7105]

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13, main dealers, urgently require modern Jaguar cars.—Tel. Pal. Grn. 1205/7173. [7438]

URGENTLY wanted, good condition Jaguar cars.—Brown's Garage, 5 minutes Lougham Tube Station, 199 High Rd., Lougham Essex. Lougham 4119. [2440]

URGENTLY required, all models Jaguar cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park London. W.2. Bayswater 0136-7-8. [7038]

Jaguar Spares and Service

JAGUAR 1938 2½-litre diff., complete, ready to bolt straight into position, as brand new; £12.—John Jordan, Laburnum Rd., Garage, Sandy, Beds. Tel. 34. [7036]

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares, 321, Romford Rd., Forest Gate, E.7. Maryland 4518-9. [0404]

## Jaguar Spares and Service

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST ROAD, Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate

QUICK completion of repairs. [0563]

WEMBLEY COURT MOTORS SERVICE STATION.—

Comprehensive range of all Jaguar spares in stock; despatched same day.

Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [4105]

## JEEP

JEeps.

24-HOUR service, Britain's leading Jeep specialists;

full range of spares in stock, rebuilt Jeeps;

detachable van and utility bodies from £25; spares despatched same day.

EXPORT.—Orders and enquiries invited by our export sales division.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013. [0214]

1945 Jeeps, all types, perfect, Jeep trailers, spares, 1-5, Dorset Close, N.W.1. Padd. 6345. [2901]

JEeps reconditioned throughout, 20-23 mpg guaranteed 6 months, luxurious utilities, all original spares stocked.—Metamet, 100, Belisle Lane, London, N.W.3. Ham. 3531-2. [7113]

1948 (July) Willys Jeep utility, special enclosed body and trailer, whole outfit as new; £250 complete.—Charles Whisker, Ltd., Heath Garage, Dersingham, Norfolk. Tel. 210. [7113]

JEeps.—Autowork, Ltd., of Winchester, England's largest Jeep stockists for Jeeps and trailers, tremendous quantities of new and used spares, literally everything in stock.—Tel. Winchester 4334. [7174]

225 gns.—Jeep (Ford), reg. May, 1949, good tyres, small mileage, excellent condition; genuine Jeep trailer available; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7768]

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.,

Jeep and Jeep spare parts, home and export, all spares stocked, exchange plan engine, gearbox, water pump, etc.; new hoods, gasket sets, brake linings, etc.—331-333, High Rd., Chiswick, London, W.4. [0053]

JOHN BURLEIGH (AUTOMOBILES), Ltd., offers the new and improved Burleigh utility on reconditioned and specially lengthened Jeep chassis; early delivery; also long-chassis Jeep truck; standard Jeeps and all spares; full particulars on request; 38-page instruction manual for the Jeep, price 30/-—15, Astwood Mews, Kensington, S.W.7. Froisher 7334. [0046]

## Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944]

## Jeep Spares and Service

AUTOWORK, Ltd., Winchester, the largest Jeep stockists for all spares and service.—Tel. Winchester 4334. [7175]

JEeps.—Comprehensive stocks of spares available for immediate delivery, also many reconditioned Jeeps.—Premier Motors (Brighton), Ltd., 100, North St., Brighton. Tel. Brighton 8553/6507. [1273]

100% Jeep specialists; the only make of vehicle we sell and service; spares our speciality; large orders quoted for ordinary spares service by return; commercial conversions; petrol conversions; we give service.—Wick Autos, the Jeep People, 15, St. John's Rd., Hampton Wick, Kingston-on-Thames. (Tel. 4718). [0366]

## JOWETT

H. BENTLEY & PARTNERS.

JAVELIN main agents.

1949 Desert Sand saloon, with Red leather, mileage only 2,000.

1949 (model) black saloon, with Red leather, mileage 13,000 miles.

THESE cars have been passed by our Service Department and are guaranteed by us for 6 months.—Sackville House, 40, Piccadilly, W.1. Sloane 5094. [7726]

JOWETT Bradford de luxe, positively as new, small mileage; £500.—Bunting, Harrow 1908. [6858]

L. F. DOVE, Ltd., offer 1937 Jowett 8hp saloon, in first class condition; £250.—68, The Broadway, Wimbledon. Lacey 2436. [7510]

1940 Jowett 8 saloon; £325, or 30 monthly instalments of £13/2/-, The Cooden Engineering Co., Bexhill. Cooden 600. [7061]

1948 (September) Jowett Javelin saloon, Golden Sand with radio, 10,000 miles, one owner, perfect.—E. Vaughan, Aylesbury St., Bletchley. Tel. 166. [6960]

WALTER SCOTT, Ltd.—1939 Jowett 8hp 5-seater saloon, black, 38mpg, excellent condition; £295.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5314. [6930]

1936 Jowett, excellent condition, £175; also 1937 models and vans; the Jowett pioneers for satisfaction.—Royal Forest Garage, Chingford, E.4. Silverthorn 2240. [7510]

69 gns.—Jowett 1934 model 7hp tourer, black; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7768]

1949 (January) Jowett Javelin, golden sand, red leather upholstery, arm rests, Smith's 4000 conditioning, windscreen demisters, heater, negligible mileage, equal to new, guaranteed for 3 months.

ESSER ENGINEERING STORES & SERVICES, Fire Protection Engineers, Cumberland Rd., Bristol. [6380]



## Jewett Cars Wanted

**H. BENTLEY & PARTNERS.**  
WISH to purchase Javelin cars—Buckville House,  
40, Piccadilly, W.1. Sloane 3094. [7725]

**ROWLAND SMITH'S, the Jewett buyers**—Hampstead  
High St. (Hampstead Tube). Ham. 6041. [0945]

**RAYMOND WAY, the hire-purchase specialists**, are  
still buying Jewett, and have unlimited cash  
available.—Canterbury Rd., Kilburn, N.W.6. Maids  
Vale 6044 (10 lines). [5130]

## Jewett Spares and Service

**NEWNHAMS, Ltd.**  
JAVELIN and Bradford main agents, spares and service  
specialists.—Newnhams House, 235-9, Hammer-  
smith Rd., W.6. Riv. 4646. [0415]

**MILESTONS (SERVICE GARAGE), Ltd.**, main  
agents Jewett Javelin, Bradford vans and trucks.  
LARGEST stock spares in Southern England, im-  
mediate despatch, trade or private.—Tel. Erith 2469,  
2629, 303, Erith Rd., Bexleyheath. [0571]

**JOWETT-BRADFORD**—For quick repairs or any  
spares try Bunting's, Jewett Agency, Harrow 1908.

**CROYDON**—Godfrey, Ltd., for full Jewett service  
and comprehensive range of spares.—228-234, Lon-  
don Rd., Croydon. Cro. 3541. [0463]

**FOR full Jewett service and comprehensive range of  
spares**—Moon's Motor Ltd., Dorset House, May-  
bone Rd., N.W.1. (Weibick 7988). [9247]

**A. V. MOTORS, Ltd.**, Park Rd., Teddington, Middle-  
sex. Tel. Kingston 0710.—The Jewett specialists  
and main agents; over 22 years' Jewett experience;  
spares and service. [0759]

**KINGSTON-ON-THAMES** main agents for Jewett  
Javelin—Box 33.  
O. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St.,  
Kingston 2241-2. [6618]

## Kaiser Frazier

**PHILIP RICKARDS, Ltd.**, offer: 1949 model Kaiser 4-  
door sedan, black with fawn cloth upholstery,  
fitted heater, radio, speedometer, 52 only since  
new—4, Brick St., Park Lane, London, W.1. Gro-  
sever 4772-3. [7387]

## Lagonda

**GUY SALMON AUTOMOBILES, offer:**  
**1937** Lagonda 4½-litre saloon; this car must be one  
of the finest specimens of this famous make  
available, condition is such that the car must be seen  
and tried to be appreciated; price £700.—Portsmouth  
Rd., Thames Ditton, Esherbrook 4343. [7475]

**CARMO (1929), Ltd.**—Lagonda 4½-litre saloon, re-  
cently overhauled throughout, faultless condition.  
CARMO, St. John's Wood, N.W.8. Tel. Primrose  
0141. [7163]

**1939** Lagonda V.12 drop head four-seater, superb  
condition, completely overhauled, over 100  
mph; £1,100.—Box 33.  
**CASS'S MOTOR MART**—1936 Lagonda 4½-litre four-  
seater drop head coupe, immaculate condition.—5,  
Warren St., W.1. Euston 3523. [4181]

**BARTLETT**—Lagonda 12-cylinder short chassis sports  
saloon, just recommissioned by makers, superb con-  
dition; £1,350.—7, Pembridge Villas, W.11. Baywater  
0523. [5091]

**495 gns.**—Lagonda 1936 4½-litre sports tourer,  
cream, green leather, wheel discs, tonneau  
cover, carefully used, excellent condition; terms, ex-  
changes.—Rowland Smith, below.

**245 gns.**—Lagonda 1934 4½-litre 4-door pillarless  
saloon, black, sliding head, fawn leather, care-  
fully used, excellent condition; terms, exchanges; list;  
open 9-7 week-days and Saturdays.—Rowland Smith,  
Hampstead (Hampstead Tube). Hampstead 6041. [7770]

**DAVIES MOTORS, Ltd.** (managing director, J. E.  
Davies, 20 years' service manager to Lagonda,  
Ltd.), offer: 1936, 1939 tourers, 16/50 saloon, etc.—273,  
London Rd., Staines. Tel. 3457-8 or (private) Walton  
1562. [0287]

**EXCHANGE Lagonda 4½-litre 1937 drop head coupe**,  
in magnificent condition, for Bentley 4½-litre or  
other good car; cash adjustment.—Swanmore Garage,  
1176, Churchchurch Rd., Boscombe East, Tel. South-  
bourne 1022. [7801]

**1939** model L.G.5 4½-litre 30hp Lagonda, short  
chassis drop head coupe, maroon, with big  
cushion interior, 100 miles since complete overhaul  
at Lagonda Works, including new engine, gear box,  
steering, springs, brakes, etc., overhauled, specially  
tuned for economical consumption and really fine spec-  
imen; cruising 70mph, max. over 100 if required; in-  
terior heater-cooler, Clocx musical horns; appointments  
only.—Bourner, Old Quarry Hall Farm, Bletchingley  
Surrey, Croydon 7151 (days). [7596]

## Lagonda Cars Wanted

**BARTLETT** always buys 12-cylinder Lagondas.—27a,  
Pembridge Villas, W.11. [1069]

**CASH** immediately for good Lagonda.—H. F. Edwards,  
25, Upper High St., Epsom 9400. [7541]

**ROWLAND SMITH'S, the Lagonda buyers**—Ham-  
stead High St. (Hampstead Tube). Ham. 6041. [0946]

**BROOKLANDS OF BOND STREET, Ltd.**, have  
and used cars in stock and are always interested  
to have details of any Lagonda cars for disposal.—May-  
fair 8351/6. [0329]

## Lagonda Spares and Service

**LAGONDA** owners are advised to contact the manu-  
facturers for service, overhauls and spares for the  
4½-litre and V.12 models; service engines in stock.  
**LAGONDA, Ltd. Service Department**, Victoria Rd.,  
Leitham, Middleton, Tel. Fetham 2291. [7541]

**DAVIES MOTORS, Ltd.** (managing director, J. E.  
Davies, 20 years' service manager to Lagonda,  
Ltd.), are concentrating on the servicing and rejuvena-  
tion of pre-war Lagondas; we have revolutionised the  
ride of all pre-independent models; details upon re-  
quest.—273, London Rd., Staines. Tel. 3457-8 or (pri-  
vate) Walton 1562

**WE** are open on Saturday mornings when prospective  
customers will be welcomed at the works. [0217]

## LAMMAS GRAHAM

**£445**—Lammass Graham supercharged 26hp four-  
seater drop head coupe, with specially de-  
signed coachwork by the Carlton Carriage Co. and a  
particularly outstanding example of handbuilt craft-  
manship, finished in black with chromed in tita  
and accessories, and upholstered in finest quality Connolly hide  
with centre armrest fitted to front seats, polished mah-  
ogany door flaps, faultless panelling, and whole in-  
terior in magnificent condition; of the car's mechanical  
qualities there can be no doubt whatsoever, and although  
local roads are not suitable to test all-out performance,  
satisfactory trial and demonstration of this 100mph  
model will be given to genuine prospective purchaser;  
equipped with 2100 head lamps, twin Lucas headlights,  
special maroon and chrome discs, low consumption park-  
ing lamps, 5 almost brand new tyres and host of other  
accessories, this scarce and most desirable drop head,  
which originally cost with extras well over £700 pre-  
war, must be seen and driven to be properly appreciated.

**CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds.**  
Tel. 2381 & 3115. Showrooms open 6 days per week.  
Write for 12-page list of over 250 fully guaranteed used  
cars, easy and confidential hire purchase facilities, part  
exchanges; free delivery of any car anywhere in the  
United Kingdom. Near main line L.M.S. Station, fre-  
quent service from Euston and Watford takes only 50  
mins. or from Coventry, Birmingham, Oxford, Cam-  
bridge, Nottingham, and the North direct via Bletch-  
ley. By road only 2 miles off main A.5 Watling Street.  
Fares refunded in full to purchasers. [7732]

## LANCHESTER

**STRATSTONE, Ltd.**, for Lanchester Cars.

**1938** Lanchester 14hp sports saloon, blue with  
blue leather; a very well kept car; £575.

**1947** Lanchester 10hp saloon, black with brown  
leather; carefully maintained; £895.

**STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404).** [7157]

**GUY SALMON AUTOMOBILES, Ltd.**, offer:—

**1940** model Lanchester 20 sports saloon, positively  
a new throughout, £10 tax; £745.—Port-  
smouth Rd., Thames Ditton, Esherbrook 4343. [5996]

**CHARLES RICKARDS, Ltd.**, the house of standing  
and repute.  
Lanchester 14hp saloon, black, low mileage,  
engine just overhauled, exceptional condi-  
tion; £350.

**56** Baywater Rd., W.2 (next door to Lancaster Gate  
Tube Station), Tel. Paddington 1820. [7060]

**LANCHESTER 10hp 4-door saloon (1934); £100 for  
quick sale.**—Haynes, Sherington, Newport Pagnell.  
[7586]

**1938** Lanchester 11hp 4-door saloon de luxe, black,  
blue leather, new tyres, excellent condition;  
£385.—Vandervells, 215, Haverstock Hill, N.W.3. Pri-  
mrose 4441. [6540]

**195 gns.**—Lanchester 10 Dec., 1934, de luxe 4-door  
saloon, black, sliding head, brown leather,  
pres-selector, good condition; terms, exchanges; list;  
open 9-7 week-days and Saturdays.—Rowland Smith,  
below.

**245 gns.**—Lanchester Roadster 1937 14hp de luxe  
4-door saloon, blue and black, sliding head,  
black leather, pres-selector; terms, exchanges.—Rowland  
Smith, below.

**265 gns.**—Lanchester 18 June, 1937, de luxe 4-door  
saloon, black, sliding head, brown leather,  
good tyres, very good condition; terms, exchanges; list;  
open 9-7 week-days and Saturdays.—Rowland Smith,  
Hampstead (Hampstead Tube). Hampstead 6041. [7771]

**£195**—1936 Lanchester 12 sports saloon, quite a  
nice example of really high-class coach-  
built workmanship, sound coachwork, not knocked about,  
really clean leather interior; runs particularly well with  
sustained oil pressure, whole car remarkably free from  
rust, very good, still very special opportunity.

**CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds.**  
Tel. 2381 & 3115. Showrooms open six days per  
week; over 250 fully guaranteed used cars in stock;  
write for post free 12-page list, easy and confidential  
hire purchase, part exchanges; free delivery of any car  
anywhere in the United Kingdom; near main line L.M.S.  
Station, frequent trains from Euston and Watford, take  
only 50 mins. or from Coventry, Birmingham, Oxford,  
Cambridge, Nottingham, Peterborough and the North  
direct via Bletchley; fares refunded in full to purchasers  
from any part of the country. [7759]

## Lanchester Cars Wanted

**THE CAR MART, Ltd.**, wish to purchase Lanchester  
cars.—150, Park Lane, W.1. Grosvenor 3434. [0965]

**ROWLAND SMITH'S, the Lanchester buyers**—Ham-  
stead High St. (Hampstead Tube). Ham. 6041. [0947]

**CASH** immediately for good Lanchester.—H. F. Ed-  
wards, 154, Gt. Titchfield St., W.1. Langham 0012.  
[7539]

## Lanchester Spares and Service

**GEAR** box specialists, we will solve your pres-selector  
and fluid flywheel difficulties.—L. A. Hills (Hen-  
don), Ltd., Finchley Lane, N.W.4. Hendon 1145. [0558]

## LANCIA

**JOHN S. TRUSCOTT, Ltd.**

**LANCIA Aprilia cars.**

**ONLY** first-class examples are offered.

**EXCHANGES, deferred terms.**

**JOHN S. TRUSCOTT, Ltd.,**

**173** Westbourne Grove, W.11. Bays. 4274. [7500]

**ARDEA**, regd. 1948, believed only specimen in the  
country, a miniature Aston with polished bronze, big-  
skin hide upholstery, twin Windons, new British Zenith  
& Virid giving over 70 mph, 40 mpg, superb performance  
and road holding, new Michelin R.F. tyres;  
£750.—Derrington, 159, London Rd., Kingston 5012. [7404]

## Lancia Cars Wanted

**LANCIA Aprilia** wanted any year.—T. P. Breen High  
Rd., N.20. Tel. Hillside 2593. [0343]

**JOHN S. TRUSCOTT, Ltd.**, urgently require first-class  
Lancias.—173, Westbourne Grove, W.11. [7507]

## Lancia Cars Wanted

**LANCIA Aprilia latest models** wanted.—A. Free-  
man, Ltd., Grosvenor Garage, Burnage 12, Burnage,  
Manchester 12, Bus. 3574/5. [1007]

**KEVILL, DAVIES & MARCH, Ltd.**, will pay highest  
prices for second-hand Lancia Aprilias.—41-42,  
Hays Mews, Berkeley Sq., W.1. Gros. 2565 [0950]

## Lancia Spares and Service

**LANCIA (ENGLAND), Ltd.**, Belling Rd., Alport  
Wembley (Verival 5555).—Factory guaranteed  
spares and repairs; 40-hour service for reconditioned  
components, engines, dynamos, starters, etc. etc.

## LA SALLE

**OVERSEAS CARS, Ltd.**

**1938** La Salle saloon, black/grey cloth upholstery,  
excellent condition both mechanically and in  
appearance, recently reboared, taxed for year; £550.  
For other overseas car bargains see page 59.

**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knights-  
bridge, S.W.3. Tel. Kensington 7475. [7353]

## LEA-FRANCIS

**HENRY GARNER, Ltd.**, offer:—  
**LEA-FRANCIS 1947** saloon, grey with cloth uphol-  
stery, small mileage; £900.

**LEA-FRANCIS 1946** saloon, black with green leather,  
nominal mileage; £775.

**LEA-FRANCIS** new 14hp two-seater sports with I.P.S.,  
black and red, immediate delivery.

**MOLEY MOTOR WORKS, Birmingham, 13, Tel.**  
South 3428. "Grams," "Dependable." [6334]

**CHARLES POLLETT, Ltd.**, sole distributors, London  
and Home Counties, offer:—  
**1948** Lea-Francis saloon, maroon leather, 8,700  
miles, one owner, excellent condition; £1,000.

**1949** Lea-Francis 14hp Mk. V streamlined saloon,  
black, beige leather, H.M.V. rad. o. heater,  
one owner, 11,000 miles, B.M.T.A. permission to sell.  
Berkeley St., W.1. May. 6266.

**18** Official Lea-Francis Service Station 12,  
Wellesley Av., W.6. Riv. 3413. [7228]

**1947** Lea-Francis black saloon, red upholstery;  
excellent condition throughout, new tyres;  
what offers?—Box 1947. [7819]

## Lea-Francis Cars Wanted

**CHARLES POLLETT, Ltd.**—Lea-Francis distributors  
for London and the Home Counties, are always  
glad to hear from Lea-Francis owners.  
**SHOWROOMS:** 18, Berkeley St., W.1. May. 6266.

**OFFICIAL Lea-Francis London Service Station,**  
Works and Store—  
12, Wellesley Av., W.6. Riv. 3413. [8983]

**LEA-FRANCIS CARS, Ltd.**

**SPARES** and service for all models from the manu-  
facturers.—Head Office and Works, Much Park St.,  
Coventry. Tel. 62004-S-6. [0393]

**CHARLES POLLETT, Ltd.**, sole distributors for Home  
Counties, Bucks and Sussex.  
**SHOWROOMS:** 18, Berkeley St., W.1. May. 6266.

**SPARE parts.**  
**SERVICE:** 12, Wellesley Av., W.6. Riv. 3413. [8370]

## LINCOLN-ZEPHYR

**1938** Lincoln-Zephyr, one owner from new, has  
been meticulously kept, and is unblemished  
inside and out, fitted built-in radio; £475.—Peter Ban-  
stock Car Sales, 104, High Rd., Chiswick, W.4. Tel.  
Chiswick 2725 and 5870. [5919]

**1939** Lincoln-Zephyr saloon; this car is one of  
the last of the famous 12-cylinder models  
and still looks as new due to expert chauffeur main-  
tenance; mechanically it is above criticism, tyres almost  
unworn, and its mileage still low due to being one of  
a stable of five private cars; extras include H.M.V. radio-  
mobile, South Wind heater.—Offered for sale by Glouc-  
stershire Motors, Suffolk Rd., Cheltenham, on behalf  
of owner. [7056]

## LLOYD

**395 gns.**—Lloyd Sept., 1948, 650 sports roadster,  
silver grey red upholstery, latest type alu-  
minium cylinder block, independent suspension, steering  
column gear change, one careful owner, 9,500 miles,  
exceptional condition, costs £480; terms, exchanges; list;  
open 9-7 week-days and Saturdays.—Rowland Smith,  
Hampstead (Hampstead Tube). Hampstead 6041. [7772]

## MERCEDES-BENZ

**MERCEDES-BENZ (GREAT BRITAIN), Ltd.**, offer:—  
**TYPE 230** 23hp cabriolet B, right hand steering, blue  
with pinkish leather upholstery, excellent condition;  
offers.—Victoria 8715. [5561]

**1938** 20hp Mercedes-Benz saloon, superb condition;  
£575.—Tel. Croydon 4632. [7718]

## Mercedes-Benz Spares and Service

**MERCEDES-BENZ (GREAT BRITAIN), Ltd.**, Sales,  
Service and Spares, 111, Grosvenor Rd., S.W.1.  
Victoria 8715-6. Night Service: Victoria 3144. [5105]

## M.G.

**SM** offer:  
**1939** 1-M.G. 12hp 1½-litre open four-seater,  
colour black with red leather upholstery;  
this car is in superb mechanical condition and has  
been maintained throughout in first-class order. It  
has travelled a low mileage only since new and would  
be of great interest to anyone requiring a high quality  
pre-war car.

**STAR MOTORS, Shepherds Hill, Reading.** Sonning  
2345/6. [9671]

**BROWN'S** for M.G.

**1938** M.G. 10hp 2-seater sports, immaculate con-  
dition; £355; 3 months' guarantee.—  
Brown's Garage, Loughborough (Essex) 4119 (tube). [6647]

**OVERSEAS CARS, Ltd.**

**1939** 2-litre M.G. saloon, very carefully main-  
tained, excellent condition; £495. For other  
overseas car bargains see page 59.

**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knights-  
bridge, S.W.3. Tel. Kensington 7475. [7352]

**CHARLES RICKARDS, Ltd.**, the house of standing  
and repute.  
**1937** M.G. T type, finished red, recently com-  
pletely overhauled; £350.

**56** Baywater Rd., W.2 (next door to Lancaster Gate  
Tube Station), Tel. Paddington 1820. [7063]



**1939** M.G. 2-litre saloon, black, fitted radio, excellent condition throughout; £485.  
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7.  
North 443 W.1. (16694)

**BEARTE**, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kln. 3348.

**1946** T.C. Midget, black, red leather, perfect.—Groves Motors, North Rd., Southall, Middlesex.

**M.G. Model P.A. 2-seater, £150; overhaul just completed; £200.—116, Plumstead Common Rd. S.E.18.** (7017)

**1948** supercharged M.G. T.C. genuine mileage, under 5,000; the whole car in superb condition, colour green.

**KEVILL-DAVIES & MARCH, Ltd.**, 41/42, Hay's Mews, Berkeley Sq., W.1. Gro. 2563. (3024)

**M.G. 1½-litre saloon, finished in black with beige hide, first registered Nov. 1946; run only on basic ration; any trial; £295.**

**CUTLERS OF STRETTY, Ltd.**, Chester Rd., C. Streety 7151-71509. Near Birmingham. (7037)

**1946** M.G. T.C. 16,000 miles, black, exceptional cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (7086)

**M.G. T.A. type 2-seater spares; £295.—Fogg & Young Motor Co. Ltd.**, 951-961, Garratt Lane, Tooting S.W.17. Tel. Balham 4474 (4 lines). (7574)

**M.G. T.C. (Oct. 1948), 11,000 miles, one owner; excellent condition; £255; no offers.—Apply Scurr Market Chambers, Alton, Hants. Tel. Alton 3390. (7811)**

**1939** 2.6-litre M.G. saloon, recent £200 overhaul, immaculate; price £625.—Le Grove Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. (7135)

**WALTER SCOTT, Ltd.—1935 Model M.G. P-type 2-seater, black, excellent condition; £245.—39, College Crescent, Swiss Cottage, N.W.3. Prunrose 5914.** (8274)

**1946** M.G. T.C. low mileage, black, leather stone, frame trim, unmarked; £485 or exchange small saloon, cash adjustment.—Clifford, Bowes 5711. (7646)

**HILLWOOD MOTORS.—1946 M.G. T.C. model, low mileage, fine example of famous sports car; £485.—665-7-9, Watford Way, Mill Hill Circus, N.W.7. Mill 4232.** (6776)

**1939** T.A. M.G., body immaculate, mechanically perfect, must be seen to appreciate; best offer.—1, Empire Ave., Edmonton, N.15. Tottenham 3877. (7599)

**£145** or by instalments.—J.2 M.G. as new, 3 months' written guarantee; £145.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hamstead 6532. (7667)

**1947** M.G. T.C. model 2-seater, finished black, in excellent condition throughout.—Snares Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 1211. (7542)

**525** gns.—M.G. Midget Oct. 1946, 11hp T.C. 2-seater, black, green leather, good tyres, small mileage, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

**295** P.A. engine, duo-red, red leather, rebored, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (7775)

**JARVIS & SONS, Ltd.**, offer: 1937 M.G. 1½-litre tourer, 2,000 miles since complete recondition by us, new hood, £425; also 1948 T.C., red, one owner, £665.—Morris House, Morden Rd., S.W.19. Liberty 4859. (7652)

**1947** (Sept.) T.C. M.G. 2-seater, unused until September 1948, since covered 7,000 miles, black, green leather, quite unmarked and as new; £565.—A.F.N. Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. (5258)

**1939** M.G. T.A. model d.h. coupe, excellent throughout, recollared black, £395; see page 38.—Smith & Hunter, 376, Kensington High W.14. Western 3212. (7185)

**ENTHUSIAST** offers 1935 M.G. P.A. Midget Airline coupe, this car can only be described as a specimen, and must be seen to be appreciated; £345.—P. L. Farmhouse, c/o Andrews Bros. (Maidenhead), Ltd., Raynes Rd., Maidenhead, Berks. Tel. 56. (7121)

**£350**—M.G. type T.A. 1939 2-seater spares, excellent appearance, a well-kept car; choice of 2; many others.—Bennetts, 1, Clarendon Rd., Holland Park, London, W.11. Park 3066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). (7074)

**NAYLOR & ROOT, Ltd.—1948 M.G. 1½ saloon, black, red hide upholstery, 7,000 miles, equal to new throughout, genuine bargain; £550; 3 months' guarantee; choice of 50 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturdays.** (7152)

**HYTHE (Kent).—Immaculate 1947 M.G. T.C. 2-seater, black and chromium, silver wheels and red leather, tonneau cover, chromium luggage grid, very full equipment, of immaculate appearance and delightful performance; thoroughly recommended and offered with written guarantee at £550; terms, exchanges.—H. F. Edwards, Swains Garage, Seabrook Rd., Hythe, Kent. Hythe 6731.** (7527)

**M.G. Cars Wanted**

**C** THE CAR MART, Ltd., wish to purchase M.G. cars.—150, Park Lane, W.1. Grosvenor 3434. (0967)

**R** ROWLAND SMITH'S, the M.G. buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0948)

**S** SLOCOMBES OF NEASDEN. Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2088. (7643)

**U**RGENTLY required, good pre-war M.G.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (7557)

**M** SAFFRIDGE GARAGES, Ltd.—Balderton St. (Opposite M. 11, Mayfair 5104. Particularly want J.s. Ps and Ts for cash 'Phone or write for driver to call. (7447)

**U**RGENTLY required, low mileage 1947-8 M.G. 1½ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. (7243)

**RAYMOND WAY**, the hire-purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (5661)

**M.G. Spares and Service**  
THE sole London distributors for M.G. cars.

**U**NIVERSITY MOTORS, Ltd., 7 Hertford St., London, W.1. Tel. Grosvenor 4141. (0500)

**F**OR M.G. mudguards, running boards, 1933/48.—Brooks, 85, Queens Rd., Brighton. (0395)

**L**ARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. (0208)

**M** G. spares, vertical drives, rockers, valves, springs, road and steering wheels, chromium tubular luggage grids, aerosecans, 2-litre M.G. gear box, front and back axles, road wheels and tyres, wings and bumpers.—V. W. Derrington, Ltd., 153, London Rd., Kingston 5621-2. (5151)

**T**OLULIN MOTORS specialise in M.G. and M.O. cars. L only; repairs and complete overhauls all models, reconditioned engines in stock for type P, J, T and L.

**M**organ and Magnettes; exchange service dynamos, starters, crankshafts, with rods, gear boxes, brake shoes, vertical drives, rockers, steering wheels, small mileage, good shafts, valve guides, springs, valves and gaskets, with full range of M.G. spares always available; we specialise in racing spares.

**W** R 12 phone Tolulim Motors, 21, St. John's Rd., Richmond, Surrey. Richmond 3888. (0349)

**MORGAN**  
495 gns.—Morgan 4/4 Sept. 1946, Le Mans Special super sports saloon, green, green leather, cycle-type wings outside, small mileage, good tyres, spare unused, exceptional condition; taxed; terms, exchanges.—Rowland Smith, below.

**295** gns.—Morgan 4/4, 1938, 10hp spares, 2 spare wheels, carefully used, excellent condition; taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (7775)

**1939** Morgan 4-4 drop head coupe, attractively finished in blue with black wings, Coventry Clamox engine in 100% condition, car for the enthusiast which will give fast but safe driving at economical running costs, unrepeatable bargain; £335.

**M** 12 MOTORS, 336, New Cross Rd., London S.E.4. Tideway 3779. (6459)

**Morgan Cars Wanted**  
**R** ROWLAND SMITH'S, the Morgan buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0948)

**C**ASH immediately for good Morgan.—H. F. Edwards, 24, Upper High St., Epsom 9400. (7542)

**RAYMOND WAY**, the hire-purchase specialists, are still buying Morgans and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (5131)

**Morgan Spares and Service**  
**M**ORGAN 4-4, official spare parts, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. (0514)

**MORGANS**—All available spares in stock.—F. H. Douglas, Morgan Specialist, 14, South Ealing Rd., Ealing, W.5. Eal. 0270. (0728)

**MORRIS MINOR**  
**H**. A. SAUNDERS, Ltd., offer:—

**1948** Morris Minor saloon, 6,000 miles; £495.

**H**. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hildside 0024. (7413)

**£65** tional runner, very decent appearance, ready for immediate use.—Barrard Motors, 1320, Uxbridge Rd., Hanwell, W.7. Ealing 2670. (7633)

**MORRIS EIGHT**  
**H**. A. SAUNDERS, Ltd., offer:—

**1947** Morris 8 saloon de luxe, 3,000 miles only; £545.

**1948** Morris 8hp 4-door saloon, radio, 7,000 miles; £545.

**H**. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hildside 0024. (7413)

**W**EMBLEY COURT MOTORS offer:—

**1948** Morris 8 4-door saloon, fitted with radio; this car is indistinguishable from new, inspection and trial invited; £575.—High Rd., Wembley, Arnold 5221-2. (6005)

**CHARLES RICKARDS, Ltd.**, the house of standing and repute.

**1948** (July) Morris 8 4-door saloon, black, brown leather, one owner, genuine mileage 3,100; faultless; £595.

**56** True Station; Tel. Faddington 1820. (7048)

**1936** Morris 8 saloon, in very nice condition; 149gns; 3 months' guarantee; terms and exchanges.

**JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (6939)

**1948** (Nov.) Morris 8 4-door, black and brown leather upholstery, 5,700 miles, excellent condition; £595.—Box 1918. (7647)

**1948** November, Morris 8 4-door saloon, black and green, as new, mileage 5,000; £565.—Chertmore Td 2040 Potters Bar. (4821)

**1948** Morris 8 4-door sun saloon, genuine mileage 3,000 only; as new.—Wards of Putney, 72, West Hill, S.W.15. Put. 7422. (3796)

**1948** Morris 8 4-door saloon, black/brown, 3,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (7086)

**MORRIS 8hp 2-seater, Series 1 saloon, excellent condition; £175.—John W. Whalley, London Rd., Bishop's Stortford, Tel. 181 and 182. (7012)**

**MORRIS 8 1949 sunshine saloon, mileage 18,500, perfect; £425.—To be seen at Stourcliffe Close Garage, Stourcliffe St., W.1. Faddington 9238. (6215)**

**MORRIS 8 4-door, 2,300, one owner, M. immaculate condition; £595.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. (6677)**

**1940** Morris 8 saloon, superb condition throughout; £295; terms, exchanges.—Withams Motors, 18, Balham Hill, London, S.W.12. Battersea 3280, 3769. (7672)

**1948** Morris 8 2-door saloon, almost as brand new, under 10,000 miles; £525.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (7702)

**1939** Morris 8hp saloon de luxe, fitted with every conceivable extra including radio, £365.—Vandervell's, 215, Haverstock Hill, N.W.3. Prunrose 4441. (4857)

**1949** late type Morris 8 saloon, as brand new, mileage negligible, offers wanted.—Jack Rose, Ltd., Wallington, Surrey. Wallington 6677-8. (7700)

**1946** (April) Morris 8hp saloon, one owner, in excellent order throughout; £395.—Lynne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. (7534)

**1948** (Aug.) Morris 8hp 4-door saloon, black, 12,000 miles, perfect; £525.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. (7242)

**280** immaculate condition.—G.P. (Balham), Ltd., 20, Balham Hill, S.W.12 (100 yds. Clapham South Tube), Batt. 5117. (4174)

**1948** Morris 8 4-door saloon, mileage 5,990, one owner, car as new, tool kit unused; £550.—Midland Motor Co. (Bedford), Ltd., 92, Midland Rd., Bedford. Tel. 4144. (7562)

**1935-6** Morris 8 4-door de luxe saloon, £175; also 1935 Morris 8 2-door saloon, £215.—Bedford Motor Works, Ltd., Bedford Rd., Clapham, S.W.1. Brixton 4514. (7562)

**MORRIS 8hp saloon**, first registered July 1948, black, in beautiful condition; mileage 7382.—Eastern Motor Co., Ltd., 53, George St., Edinburgh. Tel. 23511. (7278)

**1937** Morris 8hp 2-door saloon de luxe, recollared, 5,000 miles since reconditioned engine fitted, very sound chassis, car.—Walton-on-Thames Motor Co., Ltd. Walton 200. (7193)

**ROSE & YOUNG, Ltd.**, offer 1938 Morris 8 4-door saloon, leather, sun roof; £215.—65-69, Strandhill Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station) Tulse Hill 6464. (6660)

**1946** (late) Morris 8hp saloon, perfect condition.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7203-5354-5355; works and service station, Mare St., Hackney, E.8. (7458)

**MORRIS 8 saloon**, 1948, one owner, low mileage, dark green, upholstery in like, several useful extras; £385.—Recommended by Austin House, 144, Golders Green Rd., London N.W.11. Speedwell 0011. (6499)

**1936** Morris 8, very good condition, new hood and side screens, engine recently overhauled.

**1948** Morris 8 saloon, 9,700 miles, spare wheel unused, immaculate; £560.—B. J. Hunter, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gadsstone 6305. (6558)

**MORRIS 8 saloon**, 1948, 541 miles only, black with brown upholstery, faultless and unblemished, guaranteed; £599gns.—Highly recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011. (6500)

**245** gns.—Morris 8 1937 model tourer, green and black, one owner, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (7775)

**Morris Eight Cars Wanted**

**C** THE CAR MART, Ltd., wish to purchase Morris 8 cars.—150, Park Lane, W.1. Grosvenor 3434. (0967)

**R** ROWLAND SMITH'S, the Morris 8 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. (0948)

**JACK ROSE, Ltd.**, require low-mileage Morris cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (7702)

**B** post-war Morris cars in good condition.—Carbston, Surrey. Vigilant 3341. (5913)

**RAYMOND WAY**, the hire-purchase specialists, are still buying Morris 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (5662)

**MORRIS TEN**  
**W**ATKINS, Ltd.

**1948** Morris 10hp de luxe saloon, green, 10,000 miles, in excellent condition.

**EUSTACE WATKINS, Ltd.**, 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Fleming 8181). (1629)

**1948** Morris 10 saloon, 4,000 miles.

**GUY ALFRED & Co., Ltd.**, 6-7, Warren St., W.1. Euston 3268. (6457)

**W**EMBLEY COURT MOTORS offer:—

**1938** Morris 10 saloon, black, completely reconditioned throughout, recollared, in really superb condition; £350.—High Rd., Wembley, Arnold 5221-2. (6001)

**1946** Morris 10hp, indistinguishable from new, mechanically perfect.

**HAMILTON MOTORS (LONDON), Ltd.**, 466-490, Epsom Rd., W.2. Faddington 0022. (5599)

**1939** Morris 10hp saloon, thoroughly good all round condition; £255.

**HILLINGDON MOTORS**, 325-7, Long Lane, Western Hill, Hillingdon, Tel. Uxbridge 412. (7336)

**1948** Morris 10 de luxe saloon, black, 9,000 miles, perfect, £695; another (December), 1947, £680.

**BREW BROTHERS, Ltd.**, 133, Old Brompton Rd., S.W.7. Kensington 2468. (3001)

**£255**—Bargain, Morris 10, 1939 model, nice interior, needs respray.—Tel. Livingstone 2875. (7357)

**1948** Morris 10 saloon, green with brown interior, indistinguishable from new, chauffeur maintained; £695.

**MORRIS 10 1946 Series M** de luxe saloon, 18,000 miles, superb condition; £330.—Robbins, East Putney, Tel. 4581. (7005)

**MORRIS 10 1947**, one careful owner, moderate mileage, engine perfect condition, looks as new; £625.—Box 1955. (7829)

**1947** Morris 10 11,000 miles, radio, as new; £645.—Bowen, Hillside Garage, Edgware. Edgware 4464-5. (4114)

**PACKARD**

**1939** Renault 17hp saloon, black, leather upholstery, in first class condition throughout. Original bargain. £295—High Rd Wembley

Arnold 5221-2. 12729



## RENAULT

**RENAULTS.**—The following cars, with others, carry our usual guarantee service. Estab. 1909.

**RENAULT** 6hp saloon, 1940, reconditioned; £325.

**RENAULT** 1939 26hp 6-seater saloon, fine hire car; £350.

**RENAULT** 1935 15hp saloon, excellent condition; £125.

**WELHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd., Surbiton. Elmbridge 1873. (0126)

## Renault Cars Wanted

**ROWLAND SMITH'S**, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

**WELHAM'S RENAULT SALES SERVICE** purchase all models.—Surbiton Hill Rd., Surbiton. Elmbridge 1873. (0126)

## RILEY

**BROWNS** for Riley.

**1948** series Riley 2½-litre sports saloon de luxe, H.M.V. push-button radio, trickle charger and heater, immaculate condition, low mileage; £1,135; 3 months' guarantee.—Bryers' Garage, Loughton (Essex) 4119 (tube). 15717

**TOM GARNER, Ltd.**, offer

**1949** series Riley 1½-litre saloon, black with brown leather, 6,000 miles.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9285-6. 7092

**LANFIELD LAWRENCE** offers

**1938** Riley saloon, black, just been resprayed; £335.—407, High Rd., N.12. Finchley 009.

**R. C. WIMBUSH, Ltd.**, offer:—

**1946** (Dec.) Riley 2½-litre saloon, black and red leather, fitted radio, a good sound fast car, bargain; £275; instalments.—312, Earls Court Rd., S.W.5. Premantle 8401/2. 7244

**WARWICK WRIGHT, Ltd.**, offer:—

**1948** Riley 2½-litre saloon, black, fawn cloth, 7,000 miles; £1,495.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. 7494

**GUY SALMON AUTOMOBILES, Ltd.**, offer:—

**1949** (Jan.) Riley 2½-litre saloon, latest type 100 bhp engine, 5,000 miles, as new; £1,595.

**Foramouth Rd.**, Thames Ditton. Emsbridge 4343. (6861)

**RILEY Imp** 1935 sports 2-seater, complete overhaul recently, fitted low pressure tyres; £350.

**BRAY MOTORS**, 180-184, West End Lane, N.W.6. Hampstead 6450. 7716

**1948** Riley 1½-litre saloon, black, small mileage, new condition throughout; £1,025.

**KENTISH & THOMSON, Ltd.**, 564/566, Wickham Rd., Shirley, Croydon. Springpark 3477/8. 7218

**SUSSEX** specialists for reconditioned Riley cars; repairs, spares.—Lewes Motors, Ltd., Lewes.

**BEARDS**, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

**GORDON CARS (LONDON), Ltd.**—1948 Riley 1½-litre saloon, black/fawn cloth, 10,000 miles.

**Below**

**GORDON CARS (LONDON), Ltd.**—1947 Riley 1½-litre saloon, black, 19,000 miles, immaculate.

**Below**

**GORDON CARS (LONDON), Ltd.**—1946 (Nov.) Riley 2½-litre saloon, maroon/fawn cloth, 1,500 miles, only; H.M.V. radio, new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. 7206

**PERFORMANCE CARS**, of 21, Deleham Mews, Belgrave Lane, N.W.3. (Ham 8707) offer with 3 months' guarantee.

**1946** 1½-litre saloon, £750; 1938 Kestrel 6-light, 1½-litre, £425; 1934 Monaco 3hp, £120.

**1935** Monaco 3hp, £70; two 1933 Aston 9 drop heads, £125/30; 1935 Camocock, £160; 1931 3hp Mark IV tourer, £60; 1931 Monaco 3hp, £65, exchanges, terms, all spares stocked. 7669

**RILEY 2½-litre saloon**, green with green leather upholstery, first registered 31/1/47, mileage 24,755; price £1,175.

**VINCENTS OF READING, Ltd.**, Station Square, Reading. Tel. Reading 4204. 7034

**1949** Riley 2½-litre sports 3-seater, 1,200 miles only, B.M.T.A. consent, colour maroon, perfect throughout.

**KEVILL, DAVIES & MARCH, Ltd.**, 41-42, Hay's K. Mews, Berkeley Sq., W.1. 7464

**1938** Riley 16/4 Adelphi, good condition, recent £80 overhaul, petrol from August; nearest £400.—Box 1827. 7019

**1939** s.s.—1935 Riley 9 Kestrel saloon, mechanically excellent, body fair.—Autospins, 5, Balham High Rd., Balham 1509. 7470

**PHILIP RICKARDS, Ltd.**, offer: 1948 2½-litre Riley saloon, black, 5,000 miles.—4, Brick St., Park Lane, London W.1. Gros 4772-3. 7353

**1949** (Jan.) 2½-litre Riley saloon, 7,000 miles, in every respect, £1,425.—Broadway Motors, 87, High St., Hounslow. Tel. 0175. 7359

**1949** Riley 2½-litre saloon, 5,000 miles, reg. Nov. 23, 1948, black; trade enquiries only, please.—Ernest Sutton, Cleve Hill, Glos. 95. 7400

**1949** Riley 2½-litre saloon, 13,000 miles, perfect in every respect, £1,425.—Tel. Oxford 5437

**E. H. Organ & Sons, Ltd.**, Banbury Rd., Oxford. 7678

**KESTREL** 12hp, black-red, sunshine roof, superb condition, all tyres, battery renewed, Dunlopillo seats, Fram.—9, Hurst Rd., Eastbourne. Tel. 5509. 7022

**£180**—1936 1½-litre Falcon saloon, in good condition, grey with green hide upholstery, taxed.—8, Homestead Way, Northampton. Tel. 5031. 7608

**1948** Riley 1½-ltr. saloon, black, mileage 10,000. (trade enquiries welcomed). £995.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0521-2. 7223

**V.C.** offer Riley 2½-litre 1949 saloon, just out of 'covenant', 7,000 miles, open to part exchange; £1,450.—Value Cars, Ltd., 362, Upper Richmond Rd East Sheen. 7434

**1937** Riley Adelphi sports saloon, 14hp, in splendid all-round condition and fully guaranteed.—R. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. 7727

## RILEY

**1950** s.s.—Riley 9 1933 twin-carburettor special four-seater drop head coupe, black, green leather, new hood, very good condition, taxed; terms, exchanges.—Rowland Smith, below.

**895** s.s.—Riley 1947 (reg Feb., 1948) 1½-litre shooting brake, 4-door 7-seater, coachbuilt natural timber body, wings and bonnet finished duo-tone fawn, glass all round, drop tail-board, 12 sq ft interior luggage space, small mileage, very carefully used, practically new condition; terms, exchanges.—Rowland Smith, below.

**265** s.s.—Riley (June, 1935) 1½-litre Falcon 4-door saloon, black, red wheels, sliding head, leather upholstery, pre-selector, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. 7781

**1948** (April) 2½-litre, black and grey, red trim—11,000 miles genuine; £1,245.—Rex Neate, Sharncliffe Lane, Botley, 8'ton. Tel. Botley 132. 16877

**11-litre** Riley, reg. Oct., 1948, superb condition throughout, very attractive and expensive 4-door brake body by Avon Coachworks, genuine 13,000 miles, one owner; £775 or nearest; terms and exchanges.

**COACHCRAFT**, Elm Rd., Evesham. Tel. 6539. 7481

**£150** plus £125 comprehensive overhaul.—Just run in, 1933-4 Riley 12 Kestrel saloon, only been on road 6½ years, laid up 1939 until October, 1949, superb condition; £275 or near offer; new car arrived.—Whiteley, 17, Victoria Rd., Waterloo, Liverpool. Waterloo 4982. 7024

**RILEY Big 4** 1932 saloon 1938, magnificent and amazing condition, maintained regardless of cost by enthusiasts, fitted overdrive, mechanically faultless and coachwork literally unmarked, rare opportunity, £600; terms, exchanges.—B. & H. Motors, Bignells Corner, South Mimms, Herts. South Mimms 2231/2. 7390

**1948** (May) Riley 1½-litre saloon in maroon, fitted H.M.V. 12, guaranteed 11,000 miles.

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## ROLLS-ROYCE

**H. R. OWEN, Ltd.**, LONDON'S leading retailers of Rolls-Royce and Bentley cars, offer the following from their carefully selected stock:—

**ROLLS-ROYCE Silver Wraith** razor edge sports saloon by Freestons & Webb, Ref. H.3311.

**ROLLS-ROYCE Wraith** saloon with division by Park Ward, Ref. H.3703.

**ROLLS-ROYCE 20-25 saloon** with division by Cockshoot, Ref. H.1529.

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**All the above cars** are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

**H. R. OWEN, Ltd.**

**PROUD** members of the Swain Group.

**17**, Berkeley St., London, W.1. Mayfair 2933 (6 lines).

**ROLLS-ROYCE** and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

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**HOFFMANN'S** of Halifax.

**MEANS** cars of distinction.

**ROLLS-ROYCE Silver Wraith** Sedan de Ville by H. J. Mulliner, Ref. H.3121.

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**ROLLS-ROYCE 25-30** limousine by Thrupp and Maberly, Ref. H.3402.

**ROLLS-ROYCE 25-30 drop head** coupe by Park Ward, Ref. H.3131.

**ROLLS-ROYCE 20-25 saloon** by Park Ward, Ref. H.2874.

**All the above cars** are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

**HOFFMANN'S** of Halifax.

**PROUD** members of the Swain Group.

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**RIPON.**

**RIPON BROS., Ltd.**

**NORTHERN** Rolls-Royce Specialists since 1905

**1938** Phantom III sports limousine by Hooper.

**1940** Wraith limousine by Rippon, 7-seater, face forward occasional chairs.

**1939** Wraith sports saloon by Park Ward.

**1937** 30hp touring limousine by Rippon, 25,000 mls. only.

**1936** 25hp



## ROLLS-ROYCE

**JACK OLDING, of Mayfair,**  
OFFICIAL Rolls-Royce and Bentley retailers.

**OFFER:**  
SILVER Wraith owner-driver saloon by Park Ward, finished black with maroon leather upholstery, small mileage, first registered 1948.

**25/30** close-coupled semi-racer-edge sports saloon by Thrupp & Maberly, finished black in black and dark green with dark green leather upholstery, moderate mileage, first registered May, 1938.

**PHANTOM III** owner-driver razor-edged sports saloon with division by H. J. Mulliner, finished black with blue leather to front and grey cloth to rear, mileage 38,000, all modifications carried out, first registered Oct. 1937.

**PHANTOM III** saloon with division by H. J. Mulliner, with face-division seats, black with grey leather upholstery, first registered 1937.

**UDLEY House,**

**NORTH Audley St., W.1.**

**MAYFAIR 5242-3-4.**

**HAROLD RADFORD & Co., Ltd.,**

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

**1933** (May) 20/25 Rolls-Royce, chassis No. GDX27, fitted with owner saloon body by H. J. Mulliner, black and maroon upholstery, excellent mechanical condition, 92,000 miles.

**HAROLD RADFORD & Co., Ltd.,** Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). 7292

**MASCOT MOTORS, Ltd.,** offer the following:—

**1936** 25hp Windover limousine, one owner.

**1935** 25hp Tickford openable 4-light saloon.

**1935** 40/50hp T. and M. special continental sports saloon.

**1934** 25hp T. and M. close coupled sports saloon.

**1933** (Oct.) 25hp Park Ward drop head fourseater.

**1932** (Aug.) 25hp H.J.M. close coupled sports saloon.

**1930** 25hp Hooper limousine, leather throughout.

**1929** (Nov.) 20hp Windover drop head fourseater.

**1928** (Nov.) 20hp Park Ward 4-light saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

**MASCOT MOTORS, Ltd.,** 237, Kenal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. 7136

**CHARLES FOLLETT, Ltd.,** accredited Rolls-Royce and Bentley retailers and repairers, offer:—

**1947** Silver Wraith, sedan de ville, by H. J. Mulliner, black and grey, one owner, mileage 14,950, car in perfect condition throughout; £4,500.

**18** Berkeley St., W.1. May. 6266.

**SERVICE** Works and Stores, 12, Wellesley Ave., W.6. 1413

**1934** Rolls-Royce saloon by Mann Egerton, 25hp, Rolls-Royce maintained, (private); £250. Cobham, Surrey 2687.

**1934** £1,295.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588.

**EDWARDS & Co. (BOURNEMOUTH), Ltd.,** Bourne-

mouth, Tel. 1272-3, officially appointed Rolls-Royce

retailers and repairers; reliable used cars in stock. 1363

**LIMOUSINES, 1933-1939** 20-25hp & 25-30hp roomy 7-

seaters, small mileages, from 1,000 guineas.—

Lawton-Goodman, 36, North Audley St., W.1. M. 5569

**1934** Rolls-Royce 25hp Park Ward saloon, paint-

work and upholstery perfect, mileage 35,000.

**R. Hardy & Son, 55, Marylebone High St., W.1.** 7341

**WRAITH 1939** Hooper Deluxe partitioned 30hp

Limousine, electric partition, widest occasional,

black, six wheels, discs, mileage negligible, delightful

condition. Below

**SPORTSALOON** Magnificent Phantom III owner-

driver, partition, spacious boot, most desirable

Hooper Coachwork produced, unquestionable condition.

Seen:—Alpe & Saunders, Providence Court, Grosvenor

Square, 2541-Mayfair. 7452

**25hp** Rolls-Royce special Barker close coupled sports

saloon, GLR series first registered 31/9/31, ex-

cellent condition; £650, or near offer; seen London; 1745

**1939** Rolls-Royce Wraith 7-passenger limousine by

Park Ward, 16,000 miles only, condition as

new throughout, available immediately.—Grose, Ltd.,

Northampton, Tel. 2111. 5817

**ROLLS-ROYCE** Silver Wraith limousine by Park

Ward, 4,500 miles, just out of covenant, cost £2,400;

offers.—Evans & O'Leary, Ltd., Lowndes Sq., Knights-

bridge, S.W.1. Sloane 1709, 1553. 6327

**BARTLETT, Rolls-Royce 1937 25/30** owner-driver

saloon, speedometer 18,000 only, probably best con-

dition car of this date available; £1,700.—276, Pem-

bridge Villas, W.11. Baywater 0523. 5062

**1933** ¼ Rolls-Royce 25hp Hooper limousine, all-

leather, just refinished, 5 months' written

guarantee; h.p. terms; £975.—Rogers Garage, 72, Chis-

wick High Rd., W.4. Chiswick 4515-6. 5669

**1935** Rolls-Royce 25hp fitted with Thrupp &

Maberly 4-door sports saloon, the whole car

immaculate condition throughout; £1,400; exchanges;

—A. H. Gold & Sons, Welwyn, Herts. Codicote 227. 7686

**1930** (Sept.) Phantom II Rolls-Royce 7-seater

landaulet by Hooper, 2 owners since new,

good original condition; £2,000 near offer.—K.L.M.

Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel.

Uplands 4841. 7650

**1935** (registered) Rolls-Royce 25hp with close

coupled saloon body by Ranaiah, fitted ride

control and automatic lubrication, mileage only 44,000,

immaculate; price £1,500.—Jenners Garages, Ltd.,

Birmingham. Tel. 55. 1567

**1937** Phantom III close coupled Barker sports

saloon with drop division, regularly serviced

by Rolls-Royce, immaculate condition, extremely smart;

£1,475.—Slidner Marcus, Ltd., 53, Sloane St., S.W.1. Tel.

Sloane 3577, 6970. 7408

## ROLLS-ROYCE

**A & S** Offer Britain's finest selection Rolls-Royce

Limousines. 1933/25hp Hooper, partition,

forward occasional, leather, private, black,

immaculate, ready service. £895

**£920** Limousine 1934/25hp Barker, Windover,

partition, 7-forward, black, selected

carriages, opportunity.

**LIMOUSINES 1935/25hp** (ride control) Thrupp, par-

tition, bench occasional, black, irreproachable con-

dition. £1190.

**LIMOUSINES 1936/25hp** Windover, partition, wide

occasional, superb, black, swept-tail. £1290,

private.

**LIMOUSINES 1936/30hp** Barker, Windover, partition,

7-forward, exceptional private carriages, from-

£1385.

**LIMOUSINES 1937/1938** Barker, Hooper (30hp) 7-for-

ward, partition, black, immaculate, magnificent

carriages, selection—£1420.

**WRAITH 1939** Hooper partitioned 30hp super de luxe

Limousine, electric partition, widest occasional,

black, six wheels, discs, mileage negligible, delightful

condition, lavishly equipped.

**PHANTOM II** Limousines 1934/1935 Hooper, Barker,

Windover, 1946-condition, black, bench occasional,

private carriages, genuine low mileages.

**PHANTOM III** Partitioned 1937 Barker swept back

Limousine, widest forward occasional, genuine

27,000, unquestionable condition. Seen:—

**ALPE & SAUNDERS** always purchase Rolls-Royce, 23

A selected Limousines displayed, descriptions posted.

Seen:—Providence Court, Grosvenor Square, 2941-May-

fair. 7455

**EXCHANGE** Rolls-Royce 1937 razor edge saloon, in

excellent condition, for Bentley 4½-litre or other

good car, with cash adjustment, or sell; £1,975.—Swa-

more Garage 1176, Christchurch Rd., Boscombe East,

Tel. Southbourne 1022. 7800

**1937** Rolls-Royce Phantom III with Mulliner

sports saloon with division and extra seat,

car outstanding appearance and condition, winner of

numerous concours.—For further particulars apply

Grose, Ltd. Northampton Tel. 2111. 5818

**PHANTOM II** sedan de ville, May, 1931, chassis

16 GX, price £675; also latest series Phantom II

owner-driver saloon, March, 1935, chassis 43 TA, price

£975; both these cars are in immaculate condition and

of elegant appearance; will consider exchange Rolls-

Bentley or 2½-litre Buick. Seen:—

**C. G. ARENGO, Bristol Repetition, Ltd.,** Greville Rd.,

Bristol, 3. 7055

**795** gns.—Rolls-Royce 1933 20/25hp Park Ward 4-

door owner-driver saloon, black, sliding head,

green leather, unworn tyres, very carefully used, excep-

tional condition; terms, exchanges; list; open 9-7 week-

days and Saturdays.—Rowland Smith, Hampstead

(Hampstead Tube), Hampstead 6041. 7782

**1932** Rolls-Royce 25hp 7-passenger double-enclosed

limousine, leather throughout, body by

Mulliners, one owner 17 years prior to present owner,

car wants to be seen to be appreciated; best offer over

£2,500. Call Sales, Ltd., 22, Dwyer, Lamark Rd.,

W.9. Tel. Maida Vale 5134, 7833, 3468. 7370

**ROLLS-ROYCE 1935** owner-driver 25hp sports saloon,

23,000 miles, first registered 1949, taxed £10, the

condition of this car is guaranteed to be perfect through-

out, including tyres, fitted heater, radio set; price £1,450;

owner will accept smaller car in part exchange.—A. H.

Gold & Sons, Welwyn, Herts. Codicote 227. 6944

**£695**—1938 Rolls-Royce Replica; this car rebuilt

and fitted new body costing £800 in 1938,

then stored 10 years; naturally the vehicle is unmar-

ked and in beautiful condition; looks worth £2,000; any

vehicle taken part exchange.—Great Western Motors,

Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station),

Ambassador 1081-2. 7150

## Rolls-Royce Cars Wanted

**S** OUR demand is urgent.

**G** OWNERS who have Rolls-Royce cars for disposal

are invited to communicate with the Swain Group

of Companies, London office, H. H. Swain, 177,

Berkeley St., W.1. Tel. Mayfair 2953. Head Office,

Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax,

Yorks. Tel. Halifax 5944. 0516

**M** THE CAR MART, Ltd., wish to purchase Rolls-Royce

cars.—320, Euston Rd., N.W.1. Euston 1212.

**J. MARSHALL.** 0970

**W**ANTED, Rolls-Royce 20-22 and 20-25, all types of

coachwork, any condition.

**J. MARSHALL, 869, St. Albans Rd., Watford.** Tel.

Garrison 235. 5759

**A & S** require modern Phantom II also Phantom

III Limousines and Saloons.

**A & S** interested purchasers 1935/37/39 parti-

tionless-25hp Saloons with boot, also 7-

passenger Limousines 1932-1939. Alpe & Saunders,

Providence Court, Grosvenor Square, Mayfair-2541. 7336

**ROLLS-ROYCE** coupe or sports saloon required; pri-

vate buyer; mileage, photo, price.—Box 1953, 7827

**ROWLAND SMITH'S**, the Rolls-Royce buyers.—Ham-

stead High St (Hampstead Tube). Ham. 6041. 0694

**WANTED, 25-30hp** Rolls-Royce, 1937-8, with divi-

sion and luggage boot; price about £1,500.—Box

1950. 7834

**RIPPON BROS., Ltd.,** the Northern Rolls-Royce

specialists, special retailers and repairers, are open

to purchase good late model Rolls-Royce.—Huddersfield

6340 (5 lines) 0115

**JACK OLDING, Ltd.,** 8-10, North Audley St., W.1.

official Rolls-Royce and Bentley retailers, are in-

terested in the purchase of Rolls-Royce cars in first-

class condition. Mayfair 5242. 7519

**CHARLES FOLLETT, Ltd.,** Officially appointed re-

tailer and repairers, buy good late car.—16

Berkeley St., W.1. May. 6266. Serv. works and

stores: 12, Wellesley Ave., W.6. Ave. 1413. 8564

**THE BASINGSTOCK MOTOR CO., Ltd.,** want to buy

early 20hp and 25hp cars with f.w.b., all types of

coachwork considered, particularly good price paid for

tourers; some types of Phantom II also required; please

send details.—By-Post Rd., Basingstock. 5561

## Rolls-Royce Cars Wanted

WE are open to purchase any type pre-war Rolls-

Royce cars, complete or otherwise.—Compton, 69

Weston St., Crystal Palace, S.E.19. Liv. 3362. 7457

## Rolls-Royce Spares and Service

**JACK HARCLAY, Ltd.**

**L**ARGEST official retailers and repairers of Rolls-Royce

cars, servicing or complete overhauls, mechanical

work, large stocks of spares for all models.

**WORKS.—**Lombard Rd., Morden Rd., Merton

S.W.19. Liberty 7222 (8 lines). 0623

**W. M. COOPER, Ltd.,** Catherine St., St. Albans 4343.

**S**PARES and service.—The only officially appointed

Rolls-Royce special retailers and repairers in the

county of Hertfordshire. 0623

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## ROVER 60 &amp; 75

MANN EGERTON &amp; Co., Ltd., offer:—

ROVER 75 saloon July 1948, black with maroon leather, one owner, spare unused, faultless condition throughout.  
14, Beresley St., W.1. Regent 2073. [7191]

1948 (October) Rover 60, low mileage, one owner, suede green, in unblemished condition; £1,375.  
LAMB, Ltd., Standard House, Southend Rd., Woodford Green, Essex. Tel. Wanstead 0123 (8 lines). [7323]

ROVER 75 saloon, stone grey with maroon leather upholstery, one owner, mileage 3,818, first registered 1/10/48, price £1,695.  
VINCENTS OF READING, Ltd., Station Square, Reading. Tel. Reading 4204. [7035]

1948 Rover 60 sports saloon, green, immaculate condition; mileage 15,719; new tyres; £1,295.—Jennens Bros, Motors, Ltd., Sutton Coldfield. [7648]

1948 Rover 75 model saloon, black, green leather upholstery, 8,000 miles, one owner, as new.—Godfrey Davis Ltd., Neasden Lane, N.W.10. Gladstone 5474.

ROVER 75 6-light saloon finished in black with maroon leather upholstery, mileage approx. 6,900, first registered January, 1949; £1,575.—Jack Olding, Ltd., Audley House, North Audley St., W.1. Mayfair 5242. [7315]

## ROVER MISCELLANEOUS

TOM GARNER, Ltd., offer  
(Dec.) Rover 12hp saloon, grey with blue leather, 10,000 miles.  
1948 Rover 60 saloon black with red leather, H.M.V. radio, 8,000 miles.  
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6. [7094]

BEARTS of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3548.

CAMDEN MOTORS.—Rover 10hp saloon, 1935, in unique condition having had complete maker's overhaul and reconditioned engine fitted recently at total cost of well over £200; car is now in superior mechanical order to many post-war models, very genuine proposition; £265.

CAMDEN MOTORS.—Rover 10hp saloon, 1934, runs well, sound chassis, good tyres, smp; £165.  
CAMDEN MOTORS.—Rover 10hp de luxe saloon, 1938, rather scarce specimen, nice roomy body, very smart looking car, spot-on, rather interior, £385.

CAMDEN MOTORS.—Rover 10hp de luxe saloon, 1939, similar in appearance to post-war example, carefully serviced and maintained, very economical but quite satisfying performance.  
CAMDEN MOTORS.—Rover 10hp de luxe saloon, 1946-7, in immaculate condition, finished black, red leather, speed 113.887 miles, tip-top mechanical order, very lively performance; £325.

CAMDEN MOTORS.—Rover 12hp saloon, 1936, original black finish, good tyres and leather; £255.  
CAMDEN MOTORS.—Rover 12hp sportsman's saloon, 1936, smart looking car with really modern lines and up-to-date features, instruments, etc., fine engine, all new tyres; £225.

CAMDEN MOTORS.—Rover 12hp sportsman's saloon, 1938, in splendid condition for the year, back coachwork without any trace of corrosion, very good leather upholstery; £245.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1939-40, similar features to 1947 example, maker's (ironed) emblems, instruments, etc., also property very careful lady owner, car serviced regularly by qualified staff; £245.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1940, late registration, moderate mileage only, original cellulose engine reserved extensively; £275.  
CAMDEN MOTORS.—Rover 12hp saloon de luxe, July 1947 magnificent specimen of this scarce and desirable model, whole car in condition comparable with model leaving factory for the first time, very low mileage, any examination welcomed; £345.

CAMDEN MOTORS.—Rover 14hp saloon, 1936, sound car with excellent chassis and tyres, black coachwork, blue leather, typically good Rover performance; £275.

CAMDEN MOTORS.—Rover 14hp sportsman's saloon, 1936, smart example with modern lines, quite a delightful car to handle, excellent tyres; £325.  
CAMDEN MOTORS.—Rover 14hp saloon, 1937, in original condition throughout even down to the mats, believed stored war years, fine engine; £365.

CAMDEN MOTORS.—Rover 14hp saloon, 1938, pearl grey, attractive appearance, very clean cellulose, economical but superior performance; £435.  
CAMDEN MOTORS.—Rover 14hp sports saloon, 1939, genuine bargain, sound condition throughout, runs very well, one owner, last 8 years; £555.

CAMDEN MOTORS.—Rover 14hp sportsman's saloon, 1940, immaculate vehicle with almost identical features to 1947 model, beautiful mechanical order, engine very carefully checked over and reserved by specialists; £645.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1947, one very careful owner since new, speed, reads only 10,956 miles; this car has been maintained and serviced regularly by main Rover specialists, superb performance; £525.

CAMDEN MOTORS.—Rover 16hp sports saloon, 1939-40, most impressive car with most impressive performance, beautifully finished in black, brown leather, maker's discs 5 new Dunlops and host of extra features including H.M.V. Radiomobile, etc.; £595.

CAMDEN MOTORS.—Rover 16hp sports saloon, 1940, registered 8/6/40, one owner since new, late property of wealthy London business executive, outstanding car in every respect, finished in original dark blue, and having the appearance of a car which has been properly chauffeur-maintained and driven since new; £645.

CAMDEN MOTORS.—Rover 16hp de luxe saloon, 1947, blue with blue leather, looks brand new, nominal mileage only, engine just de-coked for first time, several extras; £995.

CAMDEN MOTORS, Rover specialists, Lake St., Leighton Buzzard Beds; Tel. 2381 and 3115; showrooms open 6 days per week; write for 16-page list of over 250 fully guaranteed used cars; easy and confidential hire-purchase facilities; part exchanges; free delivery of any car anywhere in the U.K.; near main line L.M.S. station; frequent trains from Euston and Watford take only 50 mins., or from Birmingham, Coventry, Oxford, Cambridge, Nottingham and the north direct via Blechley; fares refunded in full to purchasers from any part of the country. [7737]

## ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2237).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [7029]

TICKFORD, Ltd., offer:—

75 Rover 6-light sal., 11,000 miles, black, red leather, ex cond.

1948 (Oct.) 60 Rover sports sal., 6,000 miles, black, grey leather.

1947 (July) 16 Rover sports sal., 3,000 miles, black, fawn int.

1946 (Aug.) 14 Rover 6-light sal., 12,000 miles, black, brown leather, radio, many extras, ex cond.

8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [7065]

GORDON CARS (LONDON), Ltd.—1948 (Jan.) Rover 75 saloon, maroon, 4,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1946 Rover 10 G saloon, black/brown leather, nominal mileage.—Below.

GORDON CARS (LONDON), Ltd.—1937 Rover 11 saloon black/brown leather, one owner since new; exceptional, and above average.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7207]

ROVER 1947 (October) 12hp 4-light saloon, grey with blue interior, genuine 12,000 miles, interior heater, almost as new throughout; £1,175.

ROVER 16hp December 1947 6-light saloon, black with brown leather upholstery, export model, genuine 10,000 miles, as new; £1,335.—Robbins, East Putney, Tel. 4561. [7002]

ARNOLD G. WILSON, Ltd., always have available a selection of used Rover cars, all models in exceptional condition; call write or phone; part exchange terms our well-equipped service station is backed by complete spares department.

ARNOLD G. WILSON, Ltd., 232 Harrogate Rd., Leeds 7. Tel. 41014-5. [7002]

## Rover Cars Wanted

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971]

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2237).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0030]

ROWLAND SMITH'S, the Rover buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. [0985]

COOMBS &amp; SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Road, Guildford, Tel. 62907. [6138]

WANTED, post-war Rovers, all models.—Send details to:—

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds 7. Tel. 41014-5. [0021]

POST-WAR Rover required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0858]

URGENTLY required, good pre-war Rover.—H. P. Edwards, 154, Gt. Fitzfield St., W.1. Langham 0012. [7535]

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Mayfair 5242. [7518]

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking, Tel. Ripleyway 1285. [0484]

BLAKES, Rover agents, will purchase any non-covenant Rover Car.—10, Bold St., Liverpool 1. Tel. Royal 6622. [7736]

JACK ROSE, Ltd., require low mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 5677-8. [7673]

ALBERT PARKELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manthorpe Lane, Bradford, Tel. 28837-8. [0215]

URGENTLY wanted, good condition Rover cars.—Brown's Garage, 3 mins. Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2441]

DAVID ROSEFIELD, Ltd., Rover Distributors, are anxious to buy small mileage, out-of-covenant Rovers.—76, Deansgate Manchester. Tel. Deansgate 5455. [0554]

## Rover Cars Wanted

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any models, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5843]

## Rover Spares and Service

R. P. POWELL, (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate E.7. Maryland 4818-9. [0403]

R. H. COLLIER & Co., Ltd., South Yardley, Birmingham distributors, carry one of the largest stocks in the country, comprehensive spares and repairs service. Tel. Acc. 1681. [0268]

DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stocks available.—Chesham Hill Rd., Manchester, 8, Tel. Blackfriars 2302. [0555]

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1. and will welcome enquiries in this connection from Rover owners.—Mayfair 5242. [0874]

## SINGER

CAR MART, Ltd.

1948 Singer Super 10 saloon, 3,000 miles; £725.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [7311]

J. DAVY offers:—

NOVEMBER, 1948, Singer 10 saloon, mist green, with brown leather and cloth upholstery, 5,000 miles, fitted with Masteradio, spare unused, whole car indicating miles from new, under list price £425.—J. Davy, Car Sales, 9, Logan Place, Earl Court Rd., W.6. Western 6493. [7348]

TOM GARNER, Ltd., offer

1948 Singer Super 10 saloon, maroon with red upholstery, 9,000 miles.

1948 Singer Super 10 saloon, black with brown upholstery, 2,000 miles.

1947 Singer Super 10 saloon, black with brown leather, 6,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. [7095]

R. C. WIMBUSH, Ltd., offer:—

1948 (June) Singer Super 10 saloon, maroon with cloth and leather upholstery, fitted radio, on careful owner, bargain; £575; instalments.—312, Karls Court Rd., S.W.5. Fremantle 9401/2. [7245]

GORDON CARS (LONDON), Ltd.—1947 Singer 9 T Roadster, red, 15,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Singer 9 G Roadster, black, 15,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7206]

SINGER Super 10 4-door saloon, leather, 12,000 miles, first licensed new Dec., 1947, in fine order; £850; Box No. 1828. [7021]

1947 (July) Singer Super 10 de luxe saloon, maroon, with leather upholstery, fitted radio, low mileage, superb condition; £570.—Robbins, East Putney, Tel. 4581. [7006]

SINGER Super 10 saloon, maroon, June, 1948, in new condition, one owner, any trial; reasonable mileage; £600.—Alldridge, 69, Grove Rd., Birmingham. [7611]

SINGER 12 saloon, 1948, maroon with fawn upholstery, small mileage, condition exceptional; £725.—Highly recommended by The Singer Distributors, 140, Golders Green Rd., London, N.W.11. Speedwell 0011. [6502]

SINGER 10 saloon, 1947, one owner, low mileage, black with brown upholstery, faultless condition; £565.—Recommended by The Singer Distributors, 140, Golders Green Rd., London, N.W.11. Speedwell 0011. [6502]

265 gms.—Singer 9 1935 model Le Mans Special Scintilla magneto, two spare wheels, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

245 gms.—Singer 9 (June, 1936) sports 4-seater, red cream wheels, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

265 gms.—Singer 12 1939 model fourseater drop head coupe, grey, leather, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [7782]

## Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. [0986]

CASH immediately for good Singer.—H. P. Edwards, 28, Upper High St., Epsom 9400. [7544]

SPINKS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately, recent Singers, all models.—Popesgrove 1935. [1591]

SINGER 9 roadster required, preferably 1939 model, but must be in sound condition, details and price please to—Sanders, 18, New Drive, High Wycombe. [7606]

RAYMOND WAY, the hire-purchase specialists, are still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5129]

## Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders Lowther Garage Ferry Rd. Barnes S.W.15. Riverside 6486. [0754]

GORDON CARS (LONDON), Ltd., the London Singer Distributors for spares, repairs and service.—St. Albans Lane, Golders Green N.W.11. Speedwell 4701-2.

SINGER spares for 9, 10 and 12hp 1936-1949 models. please quote chassis number.—Department A, Allen of Bristol, Singer Distributors, Berkeley Sq., Bristol 8. Tel. 22514. [5469]

## SPORTS CARS

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300.

5% discount for cash customers.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (155 yds Kilburn Park Station, Bakerloo Line) Maida Vale 6044 (10 lines). [3577]



## SPORTS CARS

**B** BLAKES, THE Northern Sport and RACING Car Specialists, BUY and sell racing and sports cars of all types; specialists in vintage Bentleys; write for lists and quotations. J. BLAKE & Co., Ltd., 110, Bold St., Liverpool.

**R** OYAL 6622. 'Grams: Autocar, Liverpool. [7472]  
**B. & G. MOTORS** offer:—

**£255**—Lagonda 2-litre 12.2hp open low chassis Speedmodel 4-seater; this car has just had complete engine overhaul and mileage since is between 100 and 200 miles and is therefore not yet run in; the crank was reground, new mains bored in line, crank remounted, 2 new camshafts, new water pump, new timing gears, new pistons, etc., rebored and sleeved to standard and new standard axle pistons fitted, most attractive appearance with chromium plated head lamps, radiator stoneguard, quick filler caps, economical to run (approx. 25/21 mpg); one of those rare chances to obtain a first-class sports car after someone else has done all the work!

**M** ANY other sports cars from £105.—**B. & G. Motors**, Early Mews, Arlington Rd., Camden Town, N.W.1. Guliver 3578. [7256]

## WOODBAIN CARS offer:—

**£160**—M.G. L type open sports 4-seater, in extremely fine condition throughout, an unusually attractive appearance.

**£159**—fine example of this popular type; mechanically excellent.

**£159**—B.S.A. 10hp 1939 Scout open sports 2-seater, black, blue and tan, foldable screen, excellent hood; mechanically excellent; fast and reliable; alleged to be a one owner car.

**WOODBAIN CARS**, M.G. Specialists, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [6371]

## CHARACTER CARS offer:—

**I** N excellent mechanical order, open to any examination and trial.

**1913** 8hp Renault 2-seater, hood frame not covered; 255.

**1920** 40/50 Rolls-Royce limousine by Vanden Plas, Paris; £90.

**1922** 10hp Talbot-Darracq open 4-seater, new tyres; £255.

**1928** O.M. 16hp 4-seater, in superb condition; £145.

**1930** 10hp Bianchi open 4-seater, less hood, wonderful performance; £70.

**1936** Fiat 1500, new engine, excellent steering and brakes, good red leather upholstery, pillars, 4-door saloon, to clear £130.

**A** ND others, too late for inclusion; telephone or write for full particulars and accurate description.

**CHARACTER CARS**, 21, Deleham Mews, Belsize Rd., Clapham, S.W.4. Tulise Hill 4505. (5 minutes Clapham South Underground.) [7570]

**PERFORMANCE CARS**, of 21, Deleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:—

**B** ENTLEY 3-litre Red Label tourer by Vanden Plas. 1925. £250; Bentley 3-litre Blue Label, 2/4-seater. 1924. £155; Bentley 3-litre Blue Label tourer by Free-

stones & Webb. 1932. £285; 1946 M.G. T.C. 2-seater. 1932. £195; 1935 Silver Eagle, 2/4-seater. £130; 1935

Alvis Silver Eagle tourer. £90; 1932 Alvis 12/60 utility. £65; 1925 Wolseley 4 door. £45; 1933 Riley 9 Game-

cock. £160; 1931 Riley 9 Mar. IV tourer. £80; two 1933

Riley 9 Ascot drop heads. £125-£130; 1929 Talbot 14

tourer. £45; immediate insurance; hire purchase; part

exchange.

**B** ENTLEY Blue Label 3-litre, fitted with new modern

coachbuilt sports body, reg. 1946, very fast; bargain.

£150.—Tel. Nottingham 45468. [7687]

**£295**—Armstrong Siddeley Special sports saloon,

radiation grille, 4-door, 1935, Crickmoor, 135, Crickmoor

Broadway, N.W.2. Gladstone 2226. [7248]

**C** HESTER MOTORS, Ltd.—See our advertisements

in this column next week.—The Onslow Garage,

19, Fulham Rd., W.8. Tel. 2399.

**£180** or exchange open car 1936 Riley 1½-litre

4-door, 45hp, in good condition throughout.

taxed.—C. Arnold, 8, Homestead Way, Northampton.

Tel. 5001. [7609]

**18/80** Speed Model M.G. mark I 1931 open 4-str.,

new hood and a/c curtains, good tyres,

clutch, interesting and reliable; £75.—White Goat Farm,

Whalley, Lancs. Whalley 3218. [7597]

**SUPER** Le Mans 2-door sports saloon, engine recently

overhauled, mechanically sound, very good condi-

tion all round; £150.—R. M. Garage & Service Co., Ltd.,

Galloway Corner, Romford, Essex. Ingrebourne 29. [7572]

**£157**—M.G. 18/80 2-seater, magnificent vintage

condition, new tyres, taxed, consider ex-

## SPORTS CARS

**1936** Triumph Motor Carlo 3-seater sports 10-hp,

registered 1950, £10 tax, twin carburetors,

17-gallon tank, two spare wheels, recent engine over-

haul; £195; exchange considered.—435, Macneay Rd.,

London, E.8. Tel. 8609. [7454]

**£295**—Special M.P.H. Riley with 1½-litre 3-

carburetor racing engine, manual close ratio

gearbox, ultra sport chassis with attractive road-racing

2-seater. Means wings, outside exhaust, con-

cealed hood, all new racing wheels and tyres, twin spars,

registered May, 1949 (£10 tax), in superb condition.

**R** IAN FINDLAGE, Bugatti Sales and Service, 2, Fern-

bridge Mews, Haywards, W.11. Haywards 3951.

**A** LTON GARAGE, the Alvis people, offer the following

part exchanged cars at knock-out prices: £78 Morris

Minor coupé, registered 9.10.33, 4v engine, Brooklands

steering wheel, fine runner, taxed; £75 only Standard 9

owner-driver saloon, registered 5.5.31, really excellent

and genuine order, basic used up; many other low priced

reliable sports cars; on the spot hire purchase; insurance

and part exchanges.—Upbrook Mews, Craven Rd., Pad-

dington 0385. [7680]

**S** PEEDTERS, Ltd.—1941 750cc Monthley M.G. road

racing 2-seater, full T.T. specification, unblown high

compression engine, special rods and special high ten-

sile dynamically balanced crank, straight tooth axle,

running E.N.V. rear body external exhaust, brakes ad-

justable from driving seat, hydro telecontrols, suppl-

imentary oil tanks, 25-gallon petrol tank, stone-guarded

radiators, new hood and tonneau, T.T. body with cut-

away sides, just recoloured cherry red; the perfect

car for cheap racing plus normal road use, everything

test and sound.

**S** PEEDTERS, Ltd.—30/96 Vauxhall (24hp), engine

and chassis stripped and overhauled, narrow Vaux

body in polished and lacquered aluminium, reupholstered

new tyres, all new chrome; a real bating iron.

**S** PEEDTERS, Ltd.—The very best of the critical buyer:—

**S** Office at "Old Straddles," Cross Oak Lane, Salfrs.,

nr. Redhill, Surrey. Horley 638. 28 mins from Victo-

ria. [7629]

**S** CUDDER & WALL offer 1931 M.O. 18-80 MK II saloon,

beastly runner, all new tyres, knock-out hubs,

an extremely sound car. £85. Ansaldo 12-50 type 4c

chassis overhauled camshaft engine complete with radi-

ator, scuttle bonnet cover, etc., two new tyres, only need

body to make excellent use of £30 of the Chrysler motor

88 30hp 2-seater good running order, super hot-rod

for the enthusiast; £47.10. Bugatti type 46 5-litre

saloon, this motor and a £280 overhaul recently and is

perfect. £435, sensible offer. 1937 Pontiac convertible

8hp, fitted heater, radio, twin pass-lights, respayed to

purchase's choice of colour; £210. Part exchanges

welcome.—35, Marylebone Lane, London, W.1. Welbeck

8065. [7629]

## Sports Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Sports

cars.—320, Euston Rd., N.W.1. Euston 1212. [10972]

**R** OWLAND SMITH'S the sports car buyers.—Ham-

stead High St. (Hamstead Tube). Ham. 6041. [10987]

**E** XCHANGE veteran Crossley tourer for trials

See Veteran column this issue. [7027]

**P** ERFORMANCE CARS buy sports cars and nothing

else.—Deleham Mews, N.W.3. Hamstead 8707. [1880]

**S** ports Cars Spares and Services

**A** UTOBENDERS are enthusiastic repairers, tuners

and modifiers.—Automobers, Lowther Garage,

Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753]

**£155**—Genuine 1935 S.S. Airline 20hp sports

saloon, unrepeatable bargain.

**£175**—1934 S.S. 11 12hp sports coupe, clean con-

dition, smart appearance.

**R** ADCLIFFE, 180-184, West End Lane, N.W.6.

Hamstead 6490. [7714]

**S** S. Cars Wanted

**R** OWLAND SMITH'S, the S.S. buyers.—Hamstead

High St. (Hamstead Tube). Ham. 6041. [10988]

**C** ASH immediately for good S.S.—H. F. Edwards,

154, St. Titchfield St., W.1. Langham 0012. [7530]

**WARWICK WRIGHT, Ltd., offer:—**

**1947** Standard 8hp saloon, grey, blue leather, 150

miles; £595.

**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.**

Mayfair 9761. [7496]

**M** EBEES & MEBEES, Ltd. (Est. 1933), offer:—

**1947** Standard 8hp drop head coupe, black with

fawn leather upholstery, genuine 8,000 miles

only since new, loose seat covers, radiator muff, de-

froster, regularly maintained by us for late owner, prac-

tically a new car; £325.—The Broadway, Mill Hill

N.W.7. Tel. Mill 2040. [7255]

**V** ALUE CARS, Ltd., 362, Upper Richmond Rd.

1—1939 Standard 8 de luxe saloon, an original

## STANDARD 8

**S** TANDARD 8hp saloon, absolutely as brand new, mil-

age 1,500 miles; accept £375.—Jace R. M., Ltd.,

Stadford Rd., Wallington, Surrey. Wallington 6677-8.

**6000** miles only, 1948 Standard 8 tourer; £701

Hendon Central Garage, Ltd., 44-46, Wat-

ford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6. [7531]

**395** gns.—Standard 8 (July, 1946) de luxe saloon,

black, sliding head, fawn leather, small miles,

exchange, unworn tyres, exceptional condition; terms, ex-

changes.—Rowland Smith, below.

**275** gns.—Standard 8 1939 de luxe saloon, black,

gns.—Standard 8 1939 de luxe saloon, black,

exchange; list: open 9-7 week-days and Saturdays.

—Rowland Smith, Hampstead (Hamstead Tube), Hamp-

stead 6041. [7787]

**1947** Standard 8 saloon, grey, blue upholstery, 8,000

miles, fully equipped; £490; hire purchase

and exchanges.—Jolly's Garage, Ltd., 111a, Ears Court

Rd., London, S.W.5. Frohisher 0365, 0369. [5557]

**S** TANDARD 8hp saloon, first registered January, 1948,

black, mileage under 8,000, rad.o. indistinguishable

from new, price £525.—Eastern Motor Co., Ltd., 52,

George St., Edinburgh, Tel. 23511. Telegrams: East-

ern. [7816]

**1939** Standard 8hp de luxe sunroof saloon, black,

brown leather upholstery, excellent runner

and condition, nominal mileage; £225, terms, exchange.

—Tel. Ambrose 2000, Farnham Motors, 99/115, Clarence

Rd., London, E.5. [7816]

**1947** (Sept.) Standard 8hp tourer, in grey, with

black leather upholstery, paintwork un-

scratched, car comparable with genuine local mileage

of 3,000 since new, complete with hood envelope, tools

unused and road licence; £475.—K.L.M. Motors, Ltd.,

101, Brighton Rd., Coulsdon, Surrey. Tel. Up. and

4841. [6851]

## STANDARD 9

**C** HARLES RICKARDS, Ltd., the house of standing

and regime.

**1936** Standard 9 saloon, finished beige, in ex-

ceptional condition throughout; £215.

**56** Baywater Rd., W.2 (next door to Lancaster Gate

Station). Tel. Paddington 1620. [7064]

**S** TANDARD Flying 9 saloon 1937, excellent condition;

£185.—Herbert & Mills, Church Rd., Ashford, Middx.

Ashford 2960. [6904]

**W** ALTER SCOTT, Ltd.—1939 Standard 9 de luxe

saloon, black, excellent condition; £225.—3, Col-

lege Crescent, Swiss Cottage, N.W.3. Primrose 5914.

[6931]

**1948** Standard 8 touring car, black with brown

leather, 11,000 miles; £450.—Dixon's

Garage, 134, West Hill, Putney, S.W.15. Putney 0396.

[7461]

**115** gns.—Standard 9 1933 4-door saloon, black, slid-

ing head, good condition; terms, exchange.

list: open 9-7 week-days and Saturdays.—Rowland

Smith, Hampstead (Hamstead Tube). Hampstead

6041. [7788]

## STANDARD 10

**1938** Standard Flying 10 de luxe saloon, guaran-

teed; £265; payments.—Oldfield, 4, Russell

Gardens Mews, Kensington Park 7780. [7554]

**£295**—Standard 10 4-door saloon, 1936, original

throughout, and in excellent mechanical

condition; choice of 2; many others.—Bennetts, 1,

Clarendon Rd., Holland Park, London, W.11. Park

5066-7. Open Mon. to Sat. 9-6 (50 yards Holland

Tube). [7077]

**£79** deposit or £249 cash.—1939 Standard 10 4-door

saloon, clean, black cellulose with green

leather upholstery, engine recently rebuilt, whole car

in nice condition; terms quickly arranged; optional

week-days.—C. & S. Motors, Ltd





## Sunbeam-Talbot Cars Wanted

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath Ltd., 180-184 Newhall St., Birmingham, and Lower Temple St., Birmingham, 2 0069

ARMITAGE MOTORS (WESTMINSTER) 213-219 Broadway, Wimbledon, and Wilton Mews, S.W.1. Lacey 4390. (6874)

CROYDON'S Sunbeam-Talbot spares specialists.—Manton Motors, Ltd., 25-27 and 37-39, Shirley Rd., Croydon, Addiscombe 5051-4. (1519)

## SWIFT

SWIFT 10hp 1929 drop head coupe, good condition throughout, all petrol; £175.—Ewell 6053 after 6 p.m. (7643)

## TALBOT

1933 Talbot 14 sliding head saloon, new tyres; £115.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3065. (7649)

225 gns.—Talbot 1934 2hp 105 Speed sports 4-seater. 225 blue, blue leather, preselector, carefully used, excellent condition; terms, exchanges.—Rowland Smith, Hampstead 5041. (7649)

325 gns.—Talbot 1935 3½-litre 4-door sports saloon, black sliding head, blue leather, preselector, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 5041. (7649)

1938 3-litre Talbot, exceptionally clean, one owner, open to any trial and examination; accept £435.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, 600-0. (7705)

1935 105 sports tourer, laid-up many years, total mileage 54,000, recently overhauled, tyres, hood and paintwork new, car for the connoisseur; £275.—Campbell Symonds, Weybridge 5262. (7649)

TALBOT 21 1935, reconditioned completely and as new, new chassis, steering, wings, running boards, radiator and cover, engine overhauled, recoloured; £200.—Whitehouse, 278, Southwell Rd., West Man. Rd., Nottingham. (7796)

£245.—Talbot 75 short chassis sports saloon, 1934, 1934, black, chauffeur driven, carefully maintained, superb condition; extras included fitted travelling trunk and easy jacking system; a car that must be seen to be appreciated. (7649)

M.B. MOTORS, 536, New Cross Rd., London. S.E.4. (5211)

1935 Long 75 Talbot six-light saloon, two owners since new, genuine mileage 41,000, maintained solely by ourselves since new and in most outstanding condition throughout; £255.—B. F. Fyfe & Co., Ltd., Bushey Heath, Herts. Tel. 1685. (7219)

WALTER SCOTT, Ltd.—1937 (May) Talbot Speed 105 saloon, black, beige hide, 33,000 miles only, synchromesh, Andre telecontrol, Philco radio, and many other extras, looks and runs as new; £575.—39 College Crescent, Swim Cottage, N.W.3. Primrose 5614. (6580)

## Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0991)

CASH immediately for good Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (7532)

## TRIUMPH

1949 Triumph 1800 Town and Country saloon, 6,000 miles; £1,175. (7314)

1948 Triumph 1800 Town and Country saloon, 6,000 miles; £1,150.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (7314)

NEWNHAMS, Ltd. (7314)

1949 2000 model Roadster, bronze, under 2,000 miles, B.M.T.A. consent. (7314)

1947 1800 saloon, grey with blue, very carefully used, £895. (7314)

1939 1½-litre Dolomite sports saloon, very exceptional car, £435. (7314)

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (1648)

MCKINNON MOTORS, Ltd., offer:— (7649)

1949 (Feb.) Triumph 2000 Roadster coupe, 18hp, green, cherry red leather, one owner, mileage 8,000, E.M.T. consent, two chromium for lamps and Ford Dunlops fitted; £1,015. (7649)

MCKINNON'S, Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. 4404. (7015)

CHARLES POLLETT, Ltd., offer:— (7649)

1949 Triumph Razor edge saloon, gunmetal, grey leather, one owner, 10,000 miles, condition as new; £1,175. Free of covenant. (7649)

18, Berkeley St., W.1. May. 6268. (7649)

SERVICE Works and Stores, 12, Wellesley Av., W.5. Riv. 1413. (7231)

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:— (7231)

TRIUMPH 16hp Vitesse sports saloon, first registered 1939, black with green hide interior, excellent condition throughout; £935.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. (7231)

£125.—1934 Triumph Super 10 de luxe saloon, excellent condition, economical. (7231)

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. (17709)

DOLOMITE Triumph 16hp saloon, exceptionally smart specimen finished black, 1937 model; £325. (17709)

WADCO, MCTOPE, 150, West End Lane, N.W.6. Hampstead 1177. (7063)

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 razor edge as con. grey, 17,000 miles.—Below. (7063)

GORDON CARS (LONDON), Ltd.—1949 (Jan.) Triumph 2000 Roadster, green/red leather, 12,000 miles.—Below. (7063)

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 Roadster, cream/blue leather, 6,000 miles.—Gordon House, 375, Euston Road, N.W.1. Euston 6611. (7211)

1947 Triumph Roadster, black and beige, 11,000 miles; £760.—Campbell Symonds, Weybridge 5262. (4491)

1939 (June) Triumph Royal 16 Dolomite, one owner, guaranteed; £235; payments.—Oldfield, 4, Russell Gardens Mews, Kensington Park 7780. (7552)

1949 (Jan.) Triumph Roadster 2000 mileage 5,000, extra, condition as new; £975.—S.E. or near offer.—Box D843, Lee & Nightingale, Liverpool. (7054)

1947 Triumph razor edge saloon, radio, one owner; £895.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. (7353)

1949 2-litre 18hp Roadster sports 3-seater, metallic green with maroon leather, genuine 3,000 miles; £975.—Robbins, East Putney, Tel. 4581. (7003)

1948 (Aug.) Triumph Roadster, metallic grey, superb specimen, £870; see page 38.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (7163)

145 gns.—Triumph Southern Cross (Sept., 1934) 10hp sports saloon, duo green, sliding head, green leather, freshwheel, good tyres; terms, exchanges.—Rowland Smith, Hampstead 5041. (7643)

895 gns.—Triumph 1800 1948 Roadster, gunmetal, blue leather, H.M.V. radio, 13,000 miles, union tyres, very carefully used, practically new condition; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 5041. (7785)

850 gns.—Triumph 1800 (July 1947) supercharged Roadster, apple green, leather upholstery, Nordsee blower, Nord lamps, good tyres, one careful owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 5041. (7785)

TRIUMPH Roadster 1948, champagne with rust leather upholstery, spot-lights and heater; 7,000 miles only, in first-class condition; £1,100.—Hollywell Garage, Ltd., London Rd., Hincley. (6784)

£1050.—Triumph 14hp razor-edge saloon (Dec. 1948), black with fawn leather; 5,000 miles; heater; as new.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). (7158)

1949 (Jan.) Triumph 14hp 5/5-seater coupe, taxed, colour grey, blue upholstery, small mileage, as new, first reg. £640, 19, Bennett Rd., Haverhill, Crumpton, Manchester, 6. (7605)

£345.—1938 Triumph 16hp Continental sports saloon, as new throughout; metallic grey.—Great Western Motors, Ltd., 2-3, Blisplebridge Rd., W.2 (Paddington Station), Ambassadors 1061-2. (7033)

1938 Triumph Dolomite, in superb condition, recently had reconditioned engine, in perfect mechanical condition, beautiful appearance, really perfect car; £400.—Simpson's Motors, Bushey Heath 1997. (7649)

1938 model 14hp Triumph Dolomite, resprayed, rechromed, overhauled last year at a cost of £250; the property of our managing director; a really unusual car; £425.—Leatherhead Garage, 35, Church St., Leatherhead 3043. (7605)

£395.—Triumph Dolomite 1939 4-door saloon, cellulose as new, mechanically excellent; many others.—Benmott, 1, Carendon Rd., Holland Park, London, W.1. Park 5067-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). (7076)

1949 Triumph 2000 Roadster, green, maroon upholstery, 6,000 miles, out of covenant several extras, beautifully kept and in superb condition throughout, demonstration within 30 mins; £950 for quick sale; no offers.—Le Gros, Ltd., East Horsley 2524 (nr. Guildford). (7724)

£59 deposit or £238 cash, 1938 model Triumph 16hp Dolomite saloon, twin carburetors, carburetors wheel disc, bodily and mechanically in sound condition and bargain at above price; terms quickly arranged; open 9-8 week-days.—C. & S. Motora, Ltd., Dudden Hill Rd., Neasden, Gladsdale 8605-6. (5778)

## Triumph Cars Wanted

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. (0974)

CASH immediately for good Triumph.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (7533)

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0992)

MARSTON MOTOR CO., Ltd., for your Triumph N.15. Tel. Sta. 8000. Seven Sisters Rd., Tottenham. N.15. (0182)

SPKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately Triumphs, all models.—Popestrove 1035. (1594)

Triumph Spares and Service (1594)

SERVICE and spares for all models. (1594)

STANDARD & TRIUMPH SALES, Ltd., London Distributors, junction Bourley Rd. and Abbey Rd., St. John's Wood, N.W.2. Maids Vale 9114. (7649)

NEWNHAMS, Ltd. (7314)

TRIUMPH specialists; service and spares for all models. (7314)

TRIUMPH 235-7-9 Hammersmith Rd., W.6. Riv. 4646. (1539)

BASIL ROY, Ltd.—Triumph spares, complete stock wholesale and retail.—161, Gt. Portland St., W.1. Langham 7735. (7314)

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Chelmsford, Essex. (0535)

RESTORE power, performance and improve petrol consumption by replacing your worn camshaft; new camshafts available for all ohv models.—S. A. Co., Ltd., 364-368, High Rd., Leyton, E.10. (0342)

UTILITY CAR:— (0342)

JACQUIER, Ltd., offer:— (7613)

1949 Ford 10 Martin Walter Utilecon, low mileage, very little use; £675.—225-7, Hammersmith Rd., W.6. Riverside 6677-8. (7567)

HAROLD RADFORD & Co., Ltd. (7567)

1948 (Dec.) Jowett Bradford 6-light utility, green and black, 6,300 miles, very carefully maintained. (7076)

HAROLD RADFORD & Co., Ltd., specialists in re-designing and building wooden metal-panelled shooting brake or all-metal Farinall dual-purpose van bodies etc.; selection in stock for immediate delivery. Tel. or call for full details.—Harold Radford & Co., Ltd., Melton Court South Kensington S.W.7. Ken 6642. (15726)

1936 Austin 10 utility new battery and tyres; £100.—Tel. Esher 505. (7566)

1947 Alvis Utility shooting brake, in first class condition throughout, mileage 24,000; £250. (7659)

PPLY: The Reliance Garage (Norwich), Ltd., Heigham St., Norwich. Tel. Norwich 20366-7. (7659)

## UTILITY CARS

JACK STONE & SON offer the following utility shooting brakes:— (7563)

1947 Ford Mercury 6-seater; 1947 Morris 12 6-seater; 1933 Packard 26hp 6-seater; many others etc. (7563)

JACK STONE & SON, 221, Upper Richmond Rd., S.W.15. Tel. day and evening, Putney 1054-5, 227-7 Insurance Dept., Putney 681 and 7450. (7645)

1947 Alvis utility, in superb condition throughout, very smart bodywork; one owner; mileage 14,000. (7645)

K RIVILL-DAVIES & MARCH, Ltd., 41/42, Hay's Mews, Berkeley Sq., W.1. Gro. 2563. (3502)

RILEY 1½-litre Estate vehicle, grey with stain and varnish woodwork, first registered 27/7/48, mileage 12,924; price £890. (7033)

VINCENTS OF READING, Ltd., Station Square, Reading, Tel. Reading 4304. (7033)

1948 (August) Hillman estate car, 17,000 miles; trace enquiries only, please.—Ernest Sutton, Cleeve Hill, Glos. 95. (7408)

1949 (August) Lea-Francis 14hp Utility, 3,000 miles genuine, B.M.T.A. permission to transfer covenant; a really beautiful car. (7649)

NUTT MOTORS, 43 North end, Brighton, 1. Tel. Brighton 5501. (15669)

PACKARD utility, rebored, 18 miles per gallon; £250; good condition.—Whyleafe Service Station, Surrey. Tel. Upper Warrington 72. (7053)

FORD V.8 30hp 30-cwt van, utility type, excellent throughout, owner retiring; nearest offer £150.—4 Seaford Gdns. Stoneham, Surrey. Ewell 4579. (7632)

ALVIS 1948 (June) 14hp shooting brake, aluminium body, 10,000 miles, Cumber and grey, condition excellent; £1,200.—Search's Garage, Ltd., 17117. (7117)

1948 Bradford de luxe utility, beige/brown leather, one owner, as new, low mileage; £495.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4121. (7645)

HILLMAN 10 estate utility, latest 1948 type m.n.c. chassis, low mileage, exceptional condition; £725.—R. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011. (7613)

1948 (late) Bradford de luxe utility, colour beige and brown upholstery; vehicle looks as new despite mileage of 17,000; £460 or close offer.—Gloucestershire Motors, Safford Rd., Cheltenham. (7059)

1939 Standard 14hp utility vehicle, splendid condition; £475, or 30 monthly instalments of £19/2.—The Cooden Engineering Co., Bexhill, Cooden 600. (7060)

1948 (late) Hillman Estate car, radio fitted, low mileage.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503-2534-5225; works and service station, Mare St., Hackney, E.8. (7459)

1948 Series II Hillman estate car, grey, 10,000 miles; particularly well maintained, recently decorated and in excellent order.—C. W. 11, Ltd., 42, North Audley St., W.1. Mayfair 5051. (6576)

1948 (June) Morris Utilecon all-metal, good, good and private, seat seven, fold into floor, rating 1,547cwt; unladen weight 1 ton 2cwt, colour beige, 12,000 miles; excellent condition; what offer?—Box No. 1455. (5054)

8hp upwards, utilities in stock from £285; utilities built to own specification; own chassis if desired; any conversion carried out on any vehicle, kept price. (7649)

Mitre Motors (Croydon), 39 41 & 43, Canterbury Rd., West Croydon. (0025)

JOWETT Bradford utility van, 1948, fitted side windows and clear van floor, grey, brown upholstery; 200 miles only, unblemished, guaranteed; £525.—Mitre Motors, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. (6514)

1949 Lea-Francis 14hp semi utility van, 12,000 miles, cellulose grey, specially built, qualities commensurate, H.M.V. radio, real luxury vehicle, costing £1,100; best offer accepted.—Phone Mr. Barham, Bury St. Edmunds 533. (7232)

FOR sale, Alvis utility body, removed from T.A. 14hp Alvis chassis, body manufactured by Jones Brothers, 1948, 6-light, hinged back seat, with winders, complete with screen and rear wings.—Grose, Ltd., Northampton, Tel. 2111. (7193)

TANKARD & SMITH, Ltd., offer 1947 Hillman Minx estate car, specially finished in black genuine 20,000 miles only, original tyres; £595, 3 months' written guarantee, also 200 guaranteed used cars of all makes.—98 Kings Rd., S.W.3. Tel. Faxman 4801-2-3. (7072)

895 gns.—Riley 1947 (reg. Feb. 1948) 1½-litre shooting brake, 4-door 6-seater coachbuilt natural timber body, wings and bonnet finished duo-tone fawn, glass all round drop tailboard, 12 sq ft interior luggage space, small mileage, very carefully used, practically new condition; terms, exchanges.—Rowland Smith, Hampstead 5041. (7649)

325 gns.—Ford Prefect (June 1939), fitted natural timber utility body, fawn wings and bonnet, glass all round, drop tailboard, fold-down rear seats, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 5041. (7649)

1948 (July) Jowett Bradford de luxe estate car, fitted sliding side windows, mileage 8,000, unblemished, guaranteed; purchase tax has been paid on this vehicle and all four de luxe seats are fitted conforming legal requirements; price £285; hire purchase arranged if desired.—T. H. Nice & Co., Ltd. Bury St. Edmunds, Tel. 601-2. (7613)

TANKARD & SMITH, Ltd., offer 1939 Humber Imperial 8-light, fitted most attractive and useful shooting brake body seating 7 on fold flat seats, excellent mechanical condition, finished black wings with natural grain wood; £550; 3 months' written guarantee; also 208 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Faxman 4801-2-3. (7072)

Utility Cars Wanted (7072)

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0993)

WANTED, Ford or Humber utility 27 to 40hp, column gear change, but not essential, in good condition.—Tel. Bri. 4734. (7619)

## VAUXHALL 10

GOODING & KEENAN. (7566)

1946 Vauxhall 10hp blue and blue leather, model 10, mileage; £495. (7566)

101, Headstone Rd., Harrow, Middx. Harrow 3441. (7566)



**VAUXHALL 10**  
**WEMBLEY COURT MOTORS, offer:—**

**1946** Vauxhall 10 saloon, black, in excellent condition throughout, bargain; £550.—High Rd., Wembley. Arnold 5221-2. (8414)

**CARMO (1929), Ltd.—1938** Vauxhall 10, excellent condition throughout.  
**CARMO, St. John's Wood, N.W.8.** Tel. Primrose 0141. (7164)

**VAUXHALL 12**  
**H. A. SAUNDERS, Ltd., offer:—**

**1947** Vauxhall 12 saloon de luxe, 7,900 miles; £695.

**H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024.** (7420)

**CARMO (1929), Ltd.—1947** Vauxhall 12 saloon, radio, one owner as new.  
**CARMO, St. John's Wood, N.W.8.** Tel. Primrose 0141. (7165)

**1946** (July) Vauxhall 12hp saloon, black, nominal mileage, leather upholstery, excellent condition. £555.  
**JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260.** (7577)

**1946** 12hp Vauxhall saloon, one owner, reconditioned engine fitted within month, black, brown leather. £565.  
**GEORGE NEWMAN & Co., 359, Euston Rd., London, N.W.1.** Euston 4466. (7426)

**1947** Vauxhall 12, one owner, spotless, taxed; £535.—Crock, 23, Radnor Mews, Sussex Place, W.2. Amb. 2508. (5625)

**1946** Vauxhall 12 saloon, low mileage, immaculate; £550.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Tel. Chiswick 2725. (7586)

**1948** Vauxhall 12 saloon, 8,000 miles, unblemished condition; £665.—Bissett Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1517. (7463)

**1940** Vauxhall 12 saloon, sun roof, black, blue leather, excellent value; £300.—Petersham Garage, Ltd., Petersham Mews, S.W.7. West 4108. (6853)

**1939** Vauxhall 12, original condition, £395; section of 50 quality used cars.—St. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. (6873)

**1939** Vauxhall 12 de luxe saloon, black, in excellent condition, including tyres, paintwork; £655.—Harry Nash Motors, Ltd., 348, King St., Hammer-smith, Riverside 2837/8. (7217)

**VAUXHALL 14**  
**DICKS CAR SALES offer:—**

**1948** Vauxhall 14 saloon, one owner, fitted radio, 4,000 miles; £775.

**DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9.** (7486)

**H. A. SAUNDERS, Ltd., offer:—**

**1948** Vauxhall 14hp saloon de luxe, 4,500 miles; £845.

**H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024.** (7418)

**WANSTEAD MOTORS, Ltd., offer:—**

**1947** (November) Vauxhall 14, 14,000 miles, black, brown leather; £745.

**WANSTEAD MOTORS, Ltd., Cambridge Park, E.11, Wanstead 1000.** (5267)

**CHARLES RICKARDS, Ltd., the house of standing and repute.**

**1937** Vauxhall 14 saloon, black, exceptional condition throughout; £285.  
**Baywater Rd. W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820.** (7085)

**CARMO (1929), Ltd.—1947** Vauxhall 14 saloon, low mileage, first-class condition.  
**CARMO, St. John's Wood, N.W.8.** Tel. Primrose 0141. (7163)

**VAUXHALL 14** (November, 1947) saloon, black, low mileage, indistinguishable from new; £775.

**VAUXHALL 14** 5-seater de luxe saloon, black, A wheel discs, outstanding condition; £315.—Roching East Putney, Tel. 6561. (7004)

**VAUXHALL 14** Aug. '48, ex. cond. 19,867 miles.—Please submit sealed tenders to H. J. Klare, Box 1942. (7608)

**1948** (July) Vauxhall 14hp saloon, colour black, brown leather upholstery, small mileage, as new; £750.

**PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter Street 121.** (7350)

**1937** Vauxhall 14 saloon, grey, blue leather, taxed, mechanically excellent; £245.—Eton Garages, Windsor 819. (7594)

**1938** Vauxhall 14 close coupled saloon, excellent guaranteed; £250; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fr. 1319. (7681)

**1948** Vauxhall 14 saloon with radio, 12,000 miles, black.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (7271)

**VAUXHALL 14hp** saloon, first registered May, 1948, black, mileage 8,000.—Eastern Motor Co. Ltd., 52, George St., Edinburgh. Tel. 25511. 'Grams Eastmote' (7281)

**GORDON CARS (LONDON), Ltd.—1946** Vauxhall 14hp saloon, black, brown leather, nominal mileage, as new.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. (7281)

**1948** Vauxhall 14 saloon, mileage 6,000, blue, brown leather, L.H.D., trade enquiries welcomed; £725.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. (7226)

**VAUXHALL 14** saloon, 1946, black with brown hide upholstery, 22,500 miles, one owner, fitted several useful extras, guaranteed; £655.—Recommended by H. A. Saunders, Ltd., 94, Coliers Green Rd., London, N.W.11. Speedwell 0011. (6505)

**£325**—Vauxhall 14 special coupe, 1938 model, but would pass for 1948 model, bodywork literally spotless, interior magnificent, whole vehicle excellent and will satisfy the most particular of customers; 3 months' guarantee; hire purchase exchanges.

**AMBES OF WOOD GREEN** Caxton Rd., N.22. Bowes Park 4144. (7696)

**1946** Vauxhall 14 saloon, fitted radio, heater, 2 spotlamps, good tyres, colour black, first-class condition; £660.—Simn, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. (7604)

**VAUXHALL 25**  
**25** hp Vauxhall saloon, 1938, genuine mileage under 12,000, one private owner, ideal car for really high class hire work; £385.

**NUIT MOTORS, 43, North Rd., Brighton, 1. Tel. Brighton 5501.** (7750)

**LIMOUSINE 1938/25hp** Double Enclosed Grosvenor, leather throughout, widest occasional, black, reconditioned chassis, private, £895. Ape & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. (7454)

**VAUXHALL, WYVERN & VELOX**  
**J. DAVY offer:—**

**£850**—Vauxhall Velox Oct. 1948, grey with blue hide, 5,000 miles.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6495. (6440)

**DICKS CAR SALES offer:—**

**1949** Vauxhall Wyvern saloon, £70 worth of extras, leather upholstery, specially picked factory model; £845.

**DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9.** (7485)

**H. A. SAUNDERS, Ltd., offer:—**

**1948** Vauxhall Wyvern saloon de luxe, 4,720 miles; £845.

**H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024.** (7419)

**CHARLES FOLLETT, Ltd., offer:—**

**1949** Vauxhall Velox black, brown leather, one owner, 7,500 miles, radio, heater, rimblishers, 2 Notek for lamps and other extras; £925.

**18, Berkeley St., W.1. May. 6266.** (7167)

**SERVICE Works and Stores, 12, Wellesley Av., W.6, Riv. 1415.** (7230)

**WARWICK WRIGHT, Ltd., offer:—**

**1948** Vauxhall Wyvern saloon, black, fawn cloth, 9,000 miles; £845.

**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.** (7498)

**CHARLES RICKARDS, Ltd., the house of standing and repute.**

**1949** Vauxhall (Oct. 1948) Vauxhall Velox saloon, black, 6,500 miles, one owner, built-in radio; £865.

**56** Baywater Rd. W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. (7092)

**GATEHOUSE offer 1948** (Nov.) Vauxhall Wyvern, 5,000 miles; £850.

**GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4944.** (7373)

**SEPT. 1948** Vauxhall Wyvern, perfect condition; £950 or near offer.—Box 1920. (7744)

**CARMO (1929), Ltd.—1949** Vauxhall Velox, 3,000 miles, just out of covenant, condition just as new.  
**CARMO, St. John's Wood, N.W.8.** Tel. Primrose 0141. (7163)

**VAUXHALL Wyvern** (Sept. '48) 7,000 miles only; £775.—Murkett Bros., Huntingdon Rd., Cambridge. Tel. 3226-7. (7637)

**1948** (Nov.) Vauxhall Wyvern 12hp saloon, 3,000 miles only.—Autowork, Ltd., Winchester. Tel. Winchester 4834. (7172)

**HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines).** Vauxhall main dealers.

**1948** (Nov.) Velox, low mileage, blue, fawn leather, as new.

**1948** (Dec.) Wyvern, black, brown leather, perfect.

**ALWAYS** a good selection of used Vauxhalls in stock. H.M.I. will purchase for cash all Vauxhall cars, including latest models. (5597)

**1948** (Nov.) Vauxhall Wyvern saloon, radio, one owner, 10,000 miles; £775.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. (7357)

**1948** Velox Vauxhall, 4,000 miles, radio and heater; £895.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3577-6970. (3356)

**5000** authenticated miles, late 1948 Vauxhall Wyvern; £325.—Liberty 2494 (Mr. Sullivan), 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6. (7329)

**1949** Vauxhall Velox, blue, fitted radio, heater, fog lamp, mats, immaculate, one owner, mileage 8,500, ex-Cov. Jan. 20; offers over £850.—Tel. Butler, Sibley (Leics) 343. (7634)

**M. BENTLEY & PARTNERS** have available 1949 H model Vauxhall Velox, in black, with fawn leather, first-class condition; £845.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. (6800)

**1949** model Nov. 1948, Vauxhall Velox, black, brown leather, fitted heater, guaranteed 4,000 miles, as brand new; £325.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 315. (7241)

**1949** model Vauxhall Wyvern 12hp, perfect; £775.—See below under Miscellaneous, Broadway Motor Co., 3-13, Russell Rd., Wimbledon (opposite Wimbledon Theatre), Liberty 2494 (Mr. Sullivan), Vauxhall and Bedford main agents. (7666)

**1948** (November) Vauxhall Velox saloon, a low mileage car of immaculate appearance, black with brown leather interior, built-in radio, one private owner, spare unused, a superb car offered with written guarantee at most attractive figure; terms; exchanges; H. F. Edwards, 28, Upper High St., Epsom 9400. (7525)

**£395**—1939 (July) J type Vauxhall de luxe saloon in appearance and fitted with a new Velox engine; this car has the performance of a first-class American model, being mechanically perfect; fitted 2 spot lights and rimblishers, new spare all round; an immaculate car throughout.—Value Cars, Ltd., 562, Upper Richmond Rd., East Sheen. (7435)

**VAUXHALL MISCELLANEOUS**

**VAUXHALL** and other makes of used cars in good condition: let us know your requirements.—Tel. Uxbridge 737. Gregory's of Uxbridge. (10039)

**GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bin. 9887), always have a fine selection of post-war Vauxhall models, carrying full warranty; your inspection invited.** (6283)

**VAUXHALL MISCELLANEOUS**

**SHAW & KILBURN, Ltd., for Vauxhalls.**

It is important that the car you purchase is in excellent condition throughout.  
Selection of such modern Vauxhalls at

**114** Wardour St., W.1. Gerrard 4363. (0017)

**CAR MART, Ltd.**

**1948** Vauxhall 12 saloon, 4,000 miles; £775.

**1948** Vauxhall Wyvern saloon, 9,000 miles; £795.

**1948** Vauxhall Velox saloon, 2,000 miles; £895.—Car Mart, Ltd., 350, Euston Rd., N.W.1. Euston 1212. (7315)

**TOM GARNER, Ltd., offer**

**1948** Vauxhall 12hp saloon, black with brown upholstery, 8,000 miles.

**1949** series Vauxhall Velox saloon, black with fawn leather, radio, heater, etc., 6,000 miles.

**TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6.** (7057)

**PRIVATE** buyers only and those on our waiting lists preferred, are offered specially low-priced second-hand bargains no traders please; Vauxhall 12hp and 14hp post-war saloons from £495; also pre-war Ford V8 saloon from £100; all thoroughly vetted.—Broadway Motor Co., 3/13 Russell Rd., Wimbledon (opposite Wimbledon Theatre), Liberty 2494 (Mr. Sullivan), Vauxhall and Bedford main agents. (0493)

**Vauxhall Cars Wanted**

**C** THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. (0079)

**SHAW & KILBURN, Ltd., Vauxhall main dealers,**

**WILL** purchase modern Vauxhall cars.

**114** Wardour St., W.1. Gerrard 4363. (0018)

**ROWLAND SMITH'S, the Vauxhall buyers.—Ham-**

**stead High St. (Hamstead Tube). Ham. 6041.** (10994)

**CASH** immediately for good Vauxhall.—H. F. Edwards, 28, Upper High St., Epsom 9400. (7545)

**POST-WAR** Vauxhall required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. (0660)

**7** SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. (3378)

**MODERN** low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call—Golly's Garage, Ltd. 111a, Earls Court Rd., S.W.5. Frohisher 0063 0929. (0479)

**HAMILTON MOTORS (LDN.), Ltd., Vauxhall** main dealers urgently require Vauxhalls of all types.—466-490 Edgware Rd., London, W.2. Call, write or phone Paddington 0022. (0699)

**Vauxhall Spares and Service**

**BROADWAY MOTOR CO.**  
**WE** specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

**GEARBOXES**, differential units, front suspension units, engines, large stocks of Vauxhall spares.

**BROADWAY MOTOR CO., 3-13, Russell Rd., Wimbledon, S.W.15. Liberty 2494/5/6. Stores: Liberty 6568. Grams' Autoparts Wembley, London. (0853)**

**CAC** exchange service.

**ALL** rebuilt Vauxhall/Bedford assemblies exchanged given by manufacturers at flat rate repair charges.

**COMPLETELY** rebuilt and tested Vauxhall/Bedford electrical components, dynamo, starters, distributors, etc., 50% exchange value.—Manufacturers' list price.—Croydon Automobile Co. Ltd., main agents for all repairs to your Vauxhall or Bedford, Bedford House, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). (0685)

**FOR** Vauxhall mudguards, running boards 1935-9. Brooks 85, Queens Rd., Brighton. (0381)

**EGHAM MOTOR CO.** for Vauxhall cars, spares and service.—Egham By-Pass, Egham 151. (0196)

**TORSON** bars available for Vauxhall 10, 12, 14 and 15; stock deliveries first-class production.

**SUSPENSION** units, exchange or outright sale, immediate delivery; our reconditioned units are complete with king pins and include shock absorber overhaul, 3 months' guarantee, available for 10, 12 and 14hp DX and J types.

**PRACTICALLY** all parts for Vauxhall 10, 12, 14 and 15hp cars available; if in difficulty your enquiries invited.

**SPRINGS**, immediate delivery, suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.

**TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6.** (0137)

**BROMLEY & District.—Consult Davis & Hill Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common, Ravensbourne 2634.** (0440)

**K. J. MOTORS, Ltd.—Replacement** engines and vast stocks of all spares and accessories available for immediate delivery.—157/159, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. (0363)

**VAUXHALL** main dealers, specialists in repairs and servicing, immediate delivery of factory rebuilt engines, large stock of spares; also exchange service of reconditioned units, including suspension units.—Kingston Hill Motor Works, Ltd., Tel. Kingston 3116. (3948)

**VETERAN CARS**  
**RENAULT, Phenix, F.M. Brennabor** and others for sale.—Welham's Veteran Car Specialists, Surbiton Hill Rd. Surbiton. Elmbridge 1873. (0201)

**CHROSLER** open topster in perfect original condition, stored carefully over 20 years, one owner most of its life; original tools, etc.; best offer over £110; or exchange potential trials car.—K. N. Rudd, Ivyarch Rd., Worthing 4635. (7026)



**VOLKSWAGEN**  
COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 3261.—Sole distributors for Great Britain. Service and spares. (0373)

**WILLIS**  
1939 Willis 2-door 3-seater coupe, 16hp, complete, under cover and removed at cost of £350, absolutely like a new car; £350.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (7546)

**WOLSELEY**  
WATKINS, Ltd., sole London distributors for Wolseley cars.

1948 Wolseley 18hp saloon, black, brown leather upholstery, 11,000 miles, one owner.

1947 Wolseley 8 saloon, black, brown leather upholstery; choice of 2 cars, both cars in excellent condition.

1946 14hp Wolseley saloon, black, brown leather upholstery, 14,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Fleming 8181). (6462)

J. DAVY offers:—  
£750.—1948 Wolseley 14, August 1946, black with brown leather upholstery, one owner, small mileage, in exceptional condition.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.3. Western 5435. (6441)

CAR MART, Ltd.  
1947 Wolseley 14 saloon, 21,000 miles; £625.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (7316)

LATONS OF OXFORD offer:—  
£395.—1937 Wolseley 25hp saloon, black with brown leather upholstery.

LATONS, New Rd., Oxford. Tel. 3381. (7135)

COOMBS & SON (GUILDFORD), Ltd., offer:—  
1937 (May) Wolseley 18-80 saloon de luxe 4-door saloon, black sliding head, brown leather mechanically perfect, excellent condition; £375.—Portsmouth Rd., Guildford. Tel. 62907. (7289)

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., OFFER the following:—

1947 14hp Wolseley saloon de luxe—colour black, brown leather upholstery; any trial.—47, Sloane St., S.W.1. Tel. Sloane 9288. (6573)

1937 Wolseley 18, recently new engine, mechanically sound, special offer.

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., W.2. Paddington 0023. (5601)

1947 Wolseley 18 saloon, 10,979 miles, one titled owner, black with brown leather upholstery; £325.

LAMBES, Ltd., Standard House, Southend Rd., Woodford Green, Essex. Tel. Wanstead 0123 (8 lines). (7325)

BEARTS of Kingston, Wolseley distributors.—34, Tel. 3348. (0033)

1939 model Wolseley 12hp saloon, black with brown leather, excellent condition throughout; £240.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (6696)

1948 Wolseley 14, 5,000 miles, immaculate; £995.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3777, 6970. (4204)

1939 Wolseley 14 saloon, perfect condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. (4209)

239 gns.—1937 Wolseley 12 de luxe saloon, excellent condition.—Autonips, 5, Balham High Rd., Balham 1509. (7469)

1938 Wolseley 14 saloon, perfect, guaranteed; £320; payments.—Vaughan, 17, Astwood Mews, S.W.7. (7662)

1938 Wolseley 25hp saloon, £250 overhaul; £500.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3068. (8460)

CLASS'S MOTOR MART—1939 Wolseley 16/65 saloon, black, superb condition, written guarantee.—Warren St., W.1. Euston 411. (5088)

JARVIS & SONS, Ltd., offer: 1948 (May) Wolseley 8, green, one very careful owner; £625.—Morris House, Morden Rd., S.W.19. Liberty 4858. (7653)

£45.—Wolseley 1930 16/45 sports coupe d.h., new camshaft, rebored, etc., petrol.—Somerset 106, Station Rd., New Southgate, N.11. (7607)

1939 Wolseley 14 saloon, recon. engine, outstanding condition; £495.—Peter Bantock, 37/39, King St. Parade, Twickenham. Ponsworth 7447. (1354)

WOLSELEY 32hp 3-seater limousine, Barker body, spotless condition, excellent mechanically; offers.—Gardner, York Rd., Bristol, 3. Tel. 63443. (7016)

JULY, 1938 Wolseley 12 4-door saloon, in very clean condition; £325.—Rom Garage & Service Co., Ltd., Galton Corner, Romford, Essex. Ingham 29. (7652)

1938 Wolseley 14-56 saloon, black, just completing thorough overhaul, including reconditioned engine; £355.—Eton Garages, Windsor 819. (7595)

GORDON CARS (LONDON), Ltd.—1946 Wolseley 14 4-door saloon, black, one owner, new condition.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. (7213)

5000 authenticated miles.—1948 Wolseley 8 sun-shine saloon, black, indistinguishable new; bargain.—Lionel H. Pugh, 13-14, Grosvenor Mews, W.1. Mayfair 4433. (5195)

1938 14hp Wolseley saloon de luxe, black, very good condition; £380 or offer; terms or exchange.—Barker Road Garage, Ltd., Carshalton Surrey. Vigilant 3341. (7691)

£333.—1938 Wolseley 14 de luxe saloon, immaculate throughout, bodywork as new, mechanically excellent, any trial welcomed; 3 months' guarantee; hire purchase, exchanges.

LAMBES OF WOOD GREEN, Caxton Rd., N.22. Boreas Park 4144. (7694)

H. M. BENTLEY & PARTNERS have available 1939 Wolseley 14hp saloon, black with brown leather, very good condition; £495.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. (8601)

**WOLSELEY**  
1937 Wolseley 14, recently had reconditioned engine, bodywork and interior quite fair condition, nice appearance; £285.—Simpsons Motors, American Car Specialists, Tel. Wembley 3903. (6478)

ROSE & YOUNG, Ltd., offer 1938 Wolseley 25hp saloon, large body, black, brown leather; £375.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tel. Hill 6464. (7582)

1938 Wolseley 14, very clean inside and out, colour blue, one owner since new, cap and hood, leather upholstery, excellent condition; £355.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (7699)

1946 Wolseley 18hp saloon, black, brown hide, radio, one careful owner, 21,000 miles, exceptionally well kept; £695; excellent, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays, 4274. (7505)

£575.—1947 model Wolseley 8 de luxe saloon, 1 owner; as new; small mileage; any car taken part exchange; any trial; fully guaranteed.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Fiddington Station). Amcor 1061-2. (7154)

225 gns.—Wolseley Super 6 (May, 1938) 21hp (fitted 25hp engine) de luxe 4-door saloon, black, sliding head, brown leather; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (7736)

OVERHAUL 1948-9 at cost of £160; Wolseley Hornet 12hp, 1935, good condition, owner taken delivery new car, taxed March, insured December, petrol 3 coupons January, all subsequent repairs, 100% inspection and trial by appointment.—Tel. Wimbledon 6627. (7794)

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£110.—Wolseley 16 saloon 1933, one owner, original coachwork still in excellent order. 5 very good tyres, new battery, twin wipers, all instruments complete and working including clock and thermometer, fast, quiet and economical car, with very good oil pressure, brakes and steering, fitted excellent car radio, spot lamp and all tools and instruction book; impossible to find any fault with this car.—Garrard Motors, 1230, Uxbridge Rd., Hanwell, Broadway, W.7. Ealing 4635. (7651)

£345.—Scarce and desirable Wolseley 12hp Vauxhall special four-door drop head coupe, 1937, in really unique condition; as recently as November last the engine was completely reconditioned, including re-lining, reground crankshaft, all bearings renewed as required, new flywheel and clutch unit; other work includes new king pins and bushes, new front springs, new Ferodo brake linings all round, two brand new batteries, new shock absorbers, rear spring rods, complete re-lining throughout and other detail items too numerous to mention, the total sum involved being well over £200, for which every bill is available for inspection; since this extensive work was carried out the Wolseley has done no mileage whatsoever, with exception of a routine road test of some 20 miles, and its mechanical order is probably as good as any pre-war car on the road to-day; finished in black with blue leather interior and fitted brand new hood, excellent tyres and Lucas pass lights; the Wolseley, in our opinion, is in the condition to give a very long and useful service and can be guaranteed by us with every confidence.

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BLAKE'S, Wolseley distributors, will purchase any non-Covenanter Wolseley car.—110, Bold St., Liverpool 1. Tel. Royal 6622. (7737)

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**1947** (Sept.) Austin 5cwt van, small mileage, in perfect condition.—47, Sloane St., S.W.1. Tel. Sloane 9288. 16574

**1948** (Feb.) Fordson 5cwt van, cellulosed blue, 21,000 miles; £385.

**W. J. BROWN, Ltd.,** main Ford dealers, 339, Finchley Rd., N.W.3, Ham. 4414. 16271

**1949** (registered) Standard 10cwt box van, unrepeatable bargain; £185. Below

**1935** Ford 5cwt builder's truck, 1949 modification, unrepeatable bargain.

**BRAY MOTORS, Ltd.,** 180-184, West End Lane, N.W.6. Hamstead 6490.

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**1946** (Vanderwell's), 215, Haverstock Hill, N.W.3. Primrose 4441. 14860

**MORRIS 25cwt October 1938**, special large capacity laundry van, almost new body; £250.—Robbins, East Putney, Tel. 4581. 17006

**1947** Morris 5cwt van, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. 17260

**1948** Fordson 10cwt van, 1,500 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. 17261

**1947** Ford 5-cwt van, cellulosed black, mileage 21,000. £375.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. 15224

**1947** Austin 10 van, perfect condition, reconditioned engine, new gear box and clutch.—Victoria Dairy, Burnham-on-Sa, Somerset. Tel. 48. 17612

**1949** (May) Austin 25cwt three-way van, 9,000 miles, B.M.T.A. consent; trade enquiries only, please.—Ernest Sutton, Cleve Hill, Glos. 95. 17401

**J. O'NEILL** main agents for the Bedford 8-10cwt van and light trucks.—Saxon Jeffers, Ltd., 32, Wilmslow Rd., Didsbury, Manchester, 20. Tel. Didsbury 3446. 10040

**1947** Bradford 10cwt van, thoroughly reconditioned, months' guarantee; £350.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Battersea 1166. 17188

**1947** Morris 10-cwt van, colour grey, unlettered, moderate mileage; £450; hire purchase and exchanges.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Frodober 0063, 0269. 15662

**JACK ROSE, Ltd.,** 1949 Ford 8 van, almost unmarked, hardly used, £450; 1946 Austin 8 van, open to any examination, £315.—Jack Rose, Ltd., Stanford Rd., Wallington, Surrey. Wallington 6677-8. 17764

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**ROGERS BATTERY & ELECTRICAL SERVICE Co., Ltd.**, starter battery specialists; replacing all types, immediate exchange new batteries, collection and delivery.—Fortis Green, East Finchley, N.2. Tudor 4534. [1651]

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**CAMSHAFTS** rebuilt and reground to original profile, valves, seatings, rockers and rocker shafts reconditioned.—Leonard Reece, Carshalton, Wallington 3646. [9471]

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**ZENITH** new and replacement unit and spares.—John W. 308 Erith Rd. Bexleyheath Frith 2469. [0572]

**COX-ATMOS** economiser ensures more mpg and reduced engine wear.—Cox Atmos Products, Ltd., 24, Widney Rd., Knowle, Birmingham. [0036]

**B. WIGGERS MOTORS, Ltd.**, Tel. Balham 6666, authorised main S.U. stockists and fitting station, 209, Balham High Rd. S.W.17. [0525]

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**SOLE** carburetors and spares, major stockists of new and reconditioned carburetors to suit all vehicles private and commercial; terms for trade as from customers.

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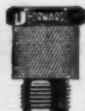
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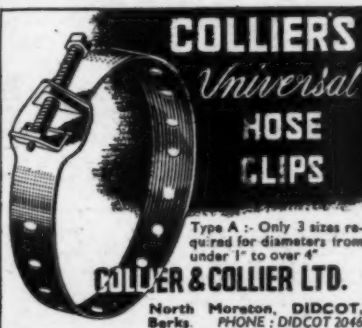
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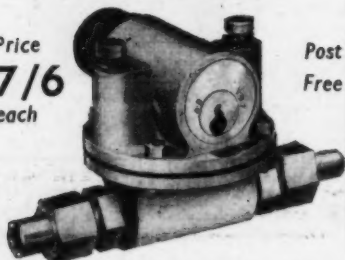
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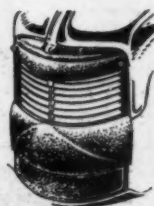
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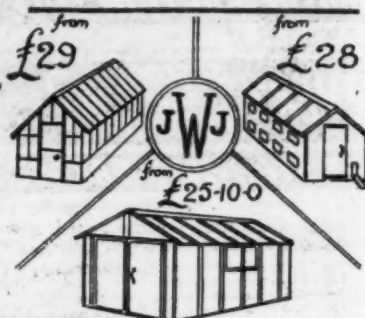
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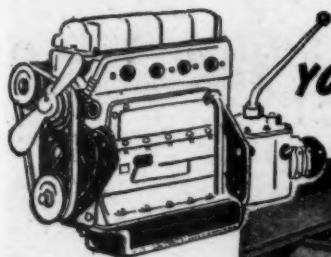
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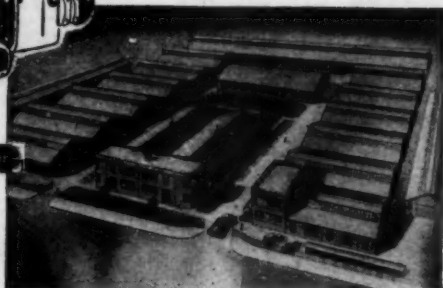
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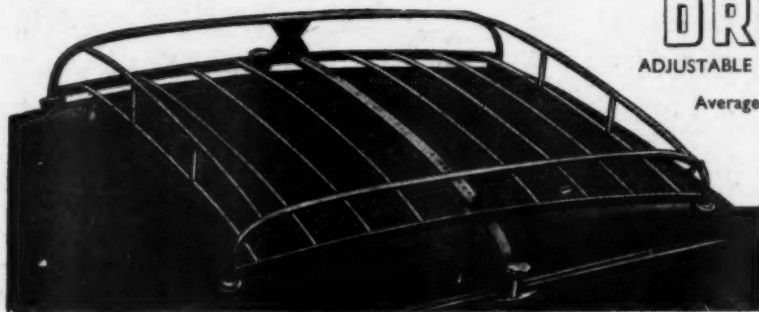


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